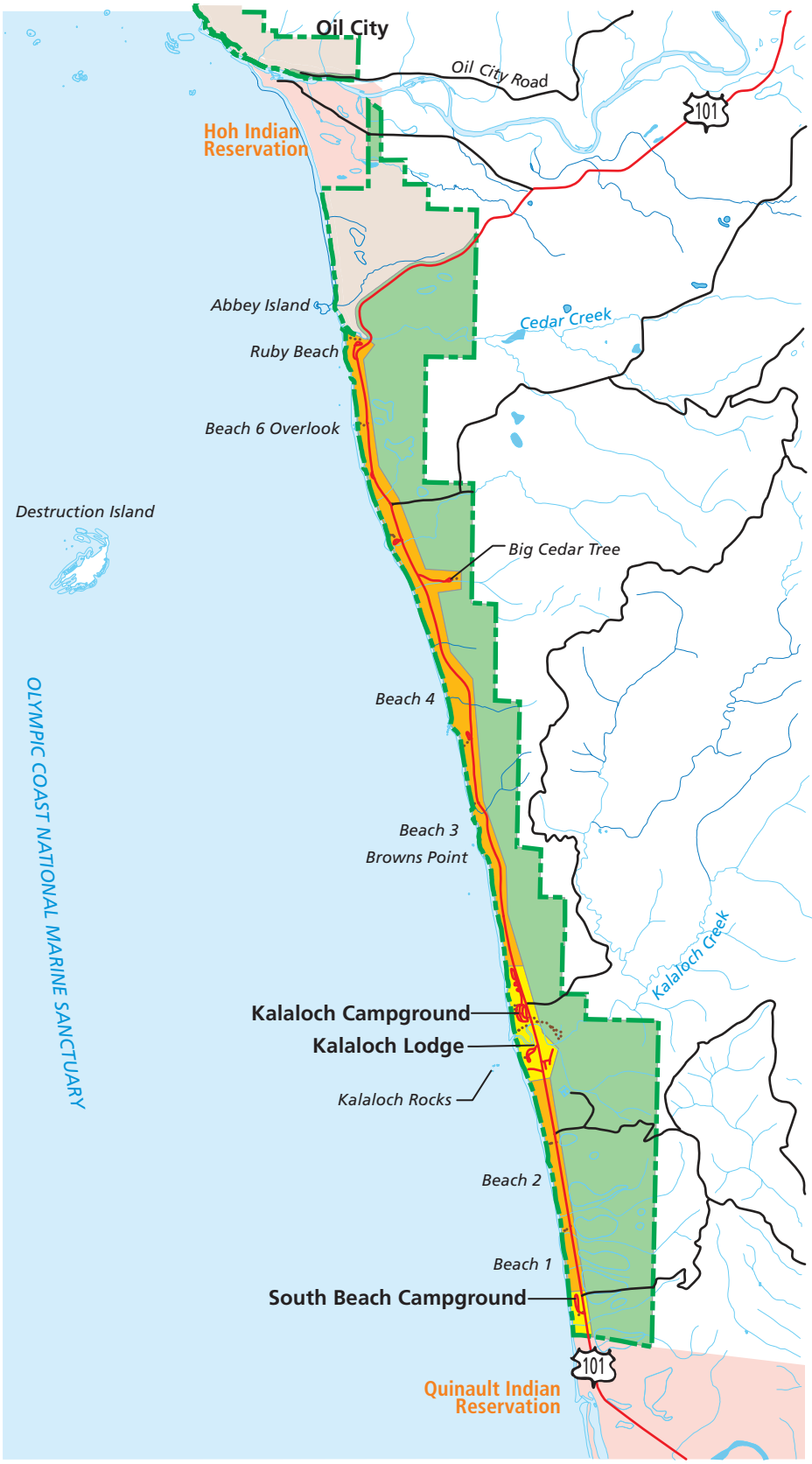
Kalaloch Alternative A - Current Management



1,2 - NPS staff would continue to work with the Washington State Department of Transportation to maintain Highway 101 for vehicular access, and to adjust the alignment as necessary outside the active coastal erosion zone. (Note: no alternative route has been developed.)

3. The visitor information station would eventually be replaced by a larger facility in the coastal area.

4. The Kalaloch Lodge, cabins, and related facilities (restaurant, store, gasoline pump) would be relocated in phases outside the active coastal erosion zone.

5. Camping opportunities would be retained at Kalaloch and South Beach.

6. Vehicle parking and trail access to the Big Cedar tree would be retained at existing levels.

7. Other existing frontcountry trails would be retained.

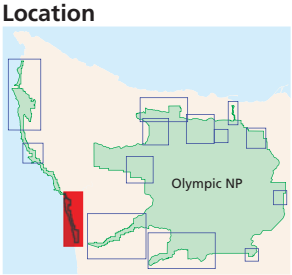
Legend

- Low Use Zone
- Day Use Zone
- Development Zone
- NPS Wilderness
- NPS Boundary
- Trail
- Paved road
- Unpaved road
- Indian Reservation

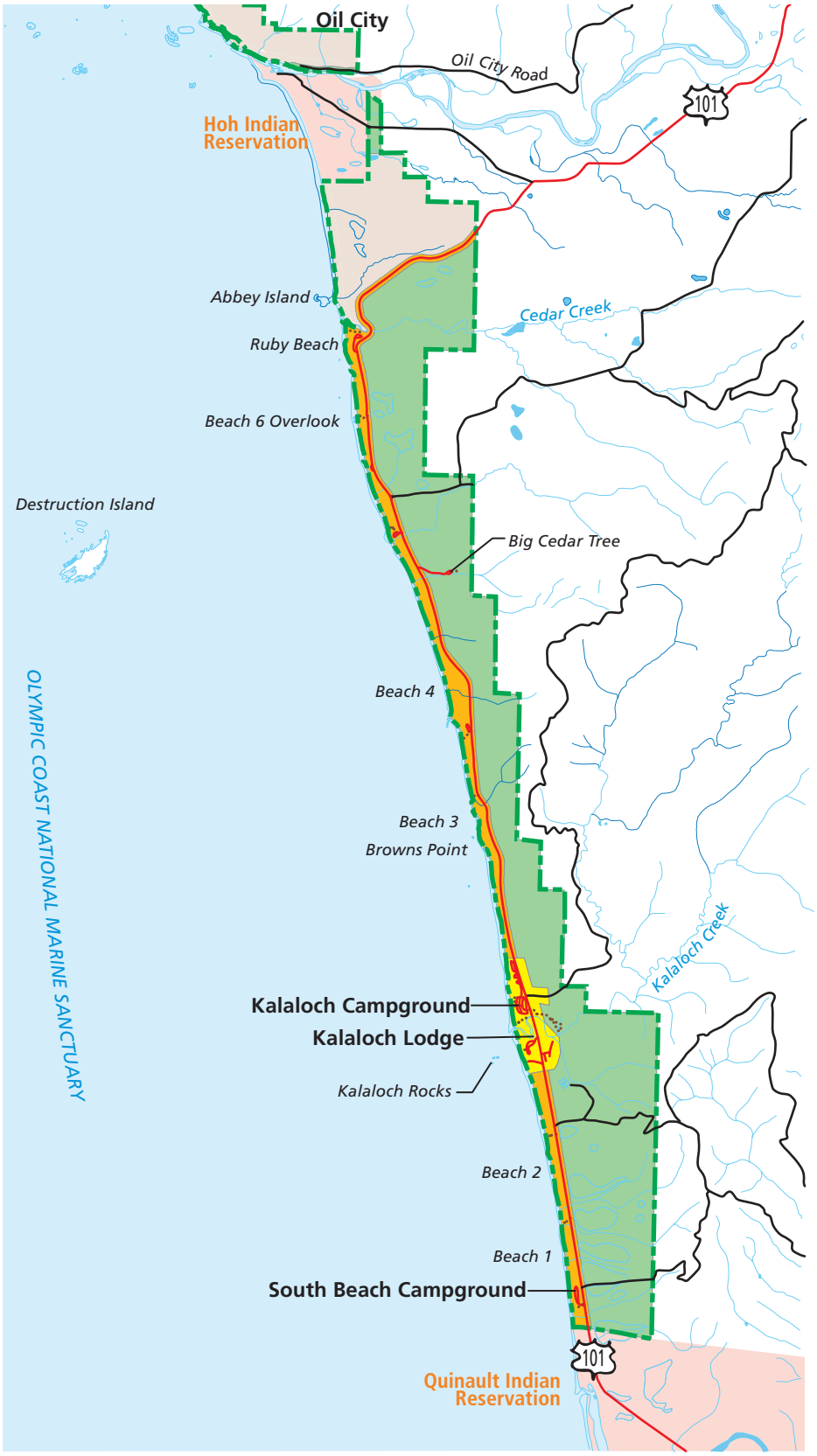
North

0 1 2 miles

Location



Kalaloch Alternative B - Resource Protection Emphasis



1. NPS staff would work with the Washington State Department of Transportation to determine options for relocating Highway 101 outside the active coastal erosion zone. Vehicular access would be provided to some coast overlooks. (Note: no alternative route has been developed.)

2. Abandoned portions of old Highway 101 would be removed and the area would be rehabilitated or abandoned portions could be converted to bicycling or pedestrian use.

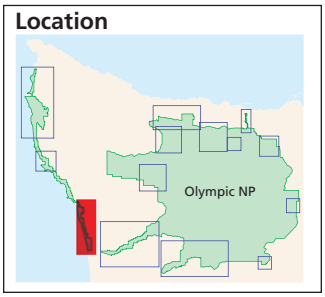
3. The visitor information station would be retained.

4. Overnight cabin and lodging accommodations would not be provided in the park at Kalaloch.

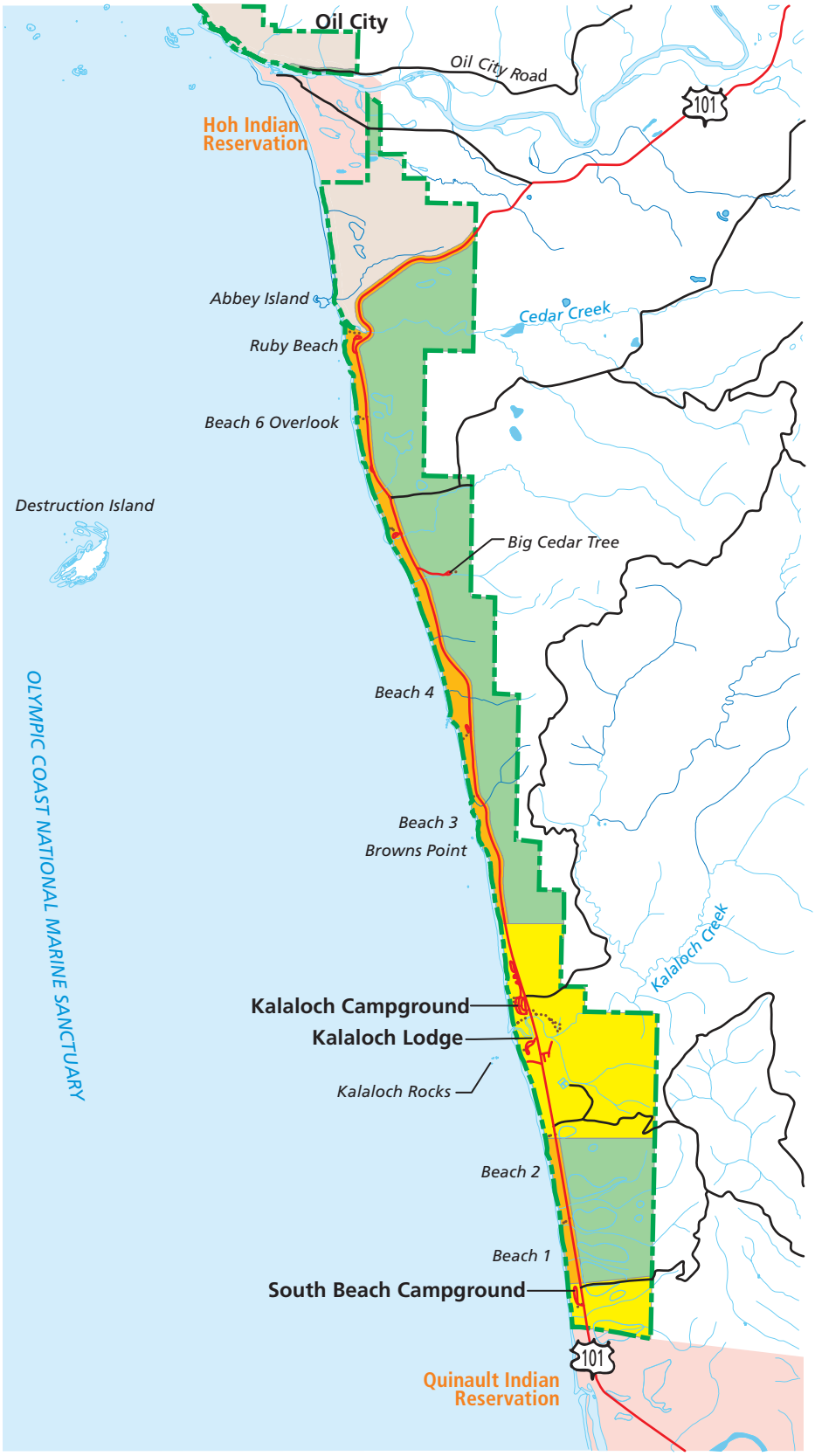
5. Camping opportunities would be retained only at Kalaloch Campground. The South Beach overflow/RV campground would be converted to day use. Additional camping opportunities would be encouraged outside the park.

6. Vehicle parking and trail access to the Big Cedar tree would be eliminated.

7. The frontcountry trail system would be reduced. Some trails would remain; others would be eliminated. Unwanted paths, such as social and way trails, would be rehabilitated.



Kalaloch Alternative C - Visitor Opportunities Emphasis



1 & 2. NPS staff would work with the Washington State Department of Transportation to maintain Highway 101 for vehicular access, and to adjust the alignment as necessary outside the active coastal erosion zone. (Note: no alternative route has been developed.)

3. The visitor information station would be replaced with a facility that features the coastal marine and cultural resources of the area.

4. Kalaloch Lodge, cabins, and related facilities (restaurant, store, and gasoline pump) would be relocated in phases outside the active coastal erosion zone and expanded.

5. Camping opportunities would be improved at Kalaloch and South Beach.

6. Vehicle parking and trail access to Big Cedar tree would be improved.

7. Additional frontcountry trails and wayside exhibits would be provided. Unwanted paths, such as social and way trails, would be rehabilitated. A universally accessible frontcountry trail would be developed and maintained to provide beach access.

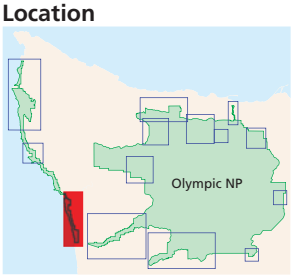
Legend

- Low Use Zone
- Day Use Zone
- Development Zone
- NPS Wilderness
- NPS Boundary
- Trail
- Paved road
- Unpaved road
- Indian Reservation

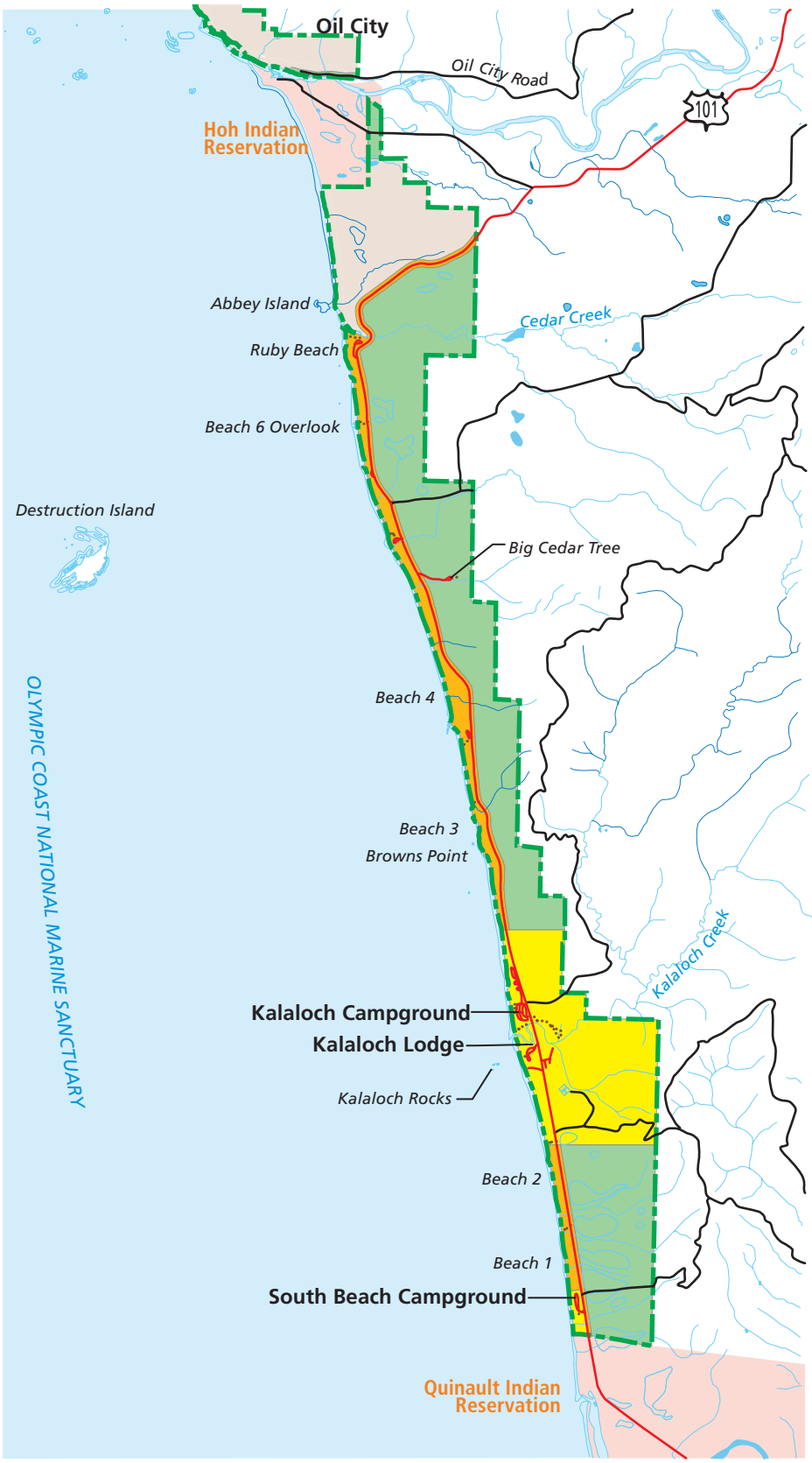
North

0 1 2 miles

Location



Kalaloch Alternative D - Preferred Alternative



Legend

- Low Use Zone
- Day Use Zone
- Development Zone
- NPS Wilderness
- NPS Boundary
- Trail
- Paved road
- Unpaved road
- Indian Reservation

North

0 1 2 miles

1. NPS staff would work with the Washington State Department of Transportation to relocate Highway 101 out of the park to address threats from coastal erosion and to enhance visitor experience. This bypass would provide a safer (for visitors and through traffic) and more sustainable route. (Note: no alternative route has been developed.)

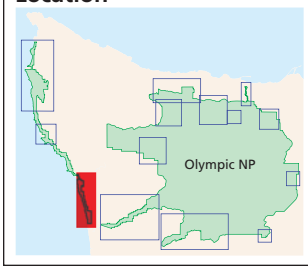
2. The current Highway 101 roadway would be repaired as necessary and feasible to maintain visitor access to coastal facilities and features. Slight realignments would be allowed. A high season shuttle would be considered to move people about this area. Provisions for bicycling and pedestrian use would be provided.

3. The visitor information station would be replaced with a facility that would better serve the needs of the visiting public and serve as a model for cooperative efforts with many possible partners, and would feature the coastal marine and cultural resources of the area. If feasible, this facility would be in the park and would be near a coastal view.

4. The Kalaloch Lodge, cabins, and related facilities (restaurant, store, and gasoline pump) would be relocated in phases outside the active coastal erosion and channel migration zones and outside the floodplain of Kalaloch Creek.

5. Campground facilities would be retained at Kalaloch and South Beach areas, though they could be moved outside the active coastal erosion zone.

6. Vehicle parking and trail access to the Big Cedar tree would be retained.

7. Other existing frontcountry trails would be retained. Unwanted paths, such as social and way trails, would be rehabilitated. A universally accessible frontcountry trail would be developed and maintained to provide beach access.

Location