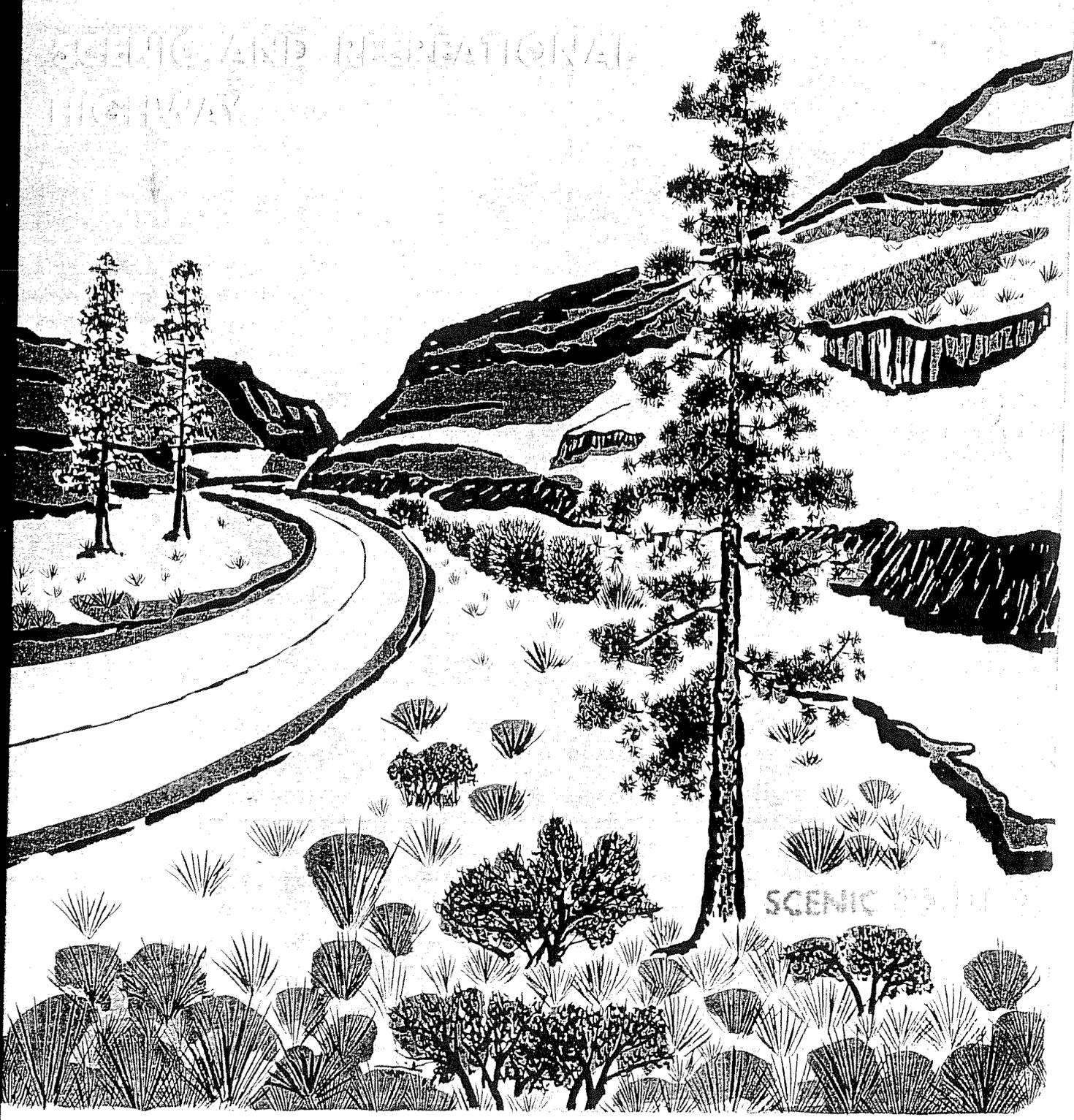
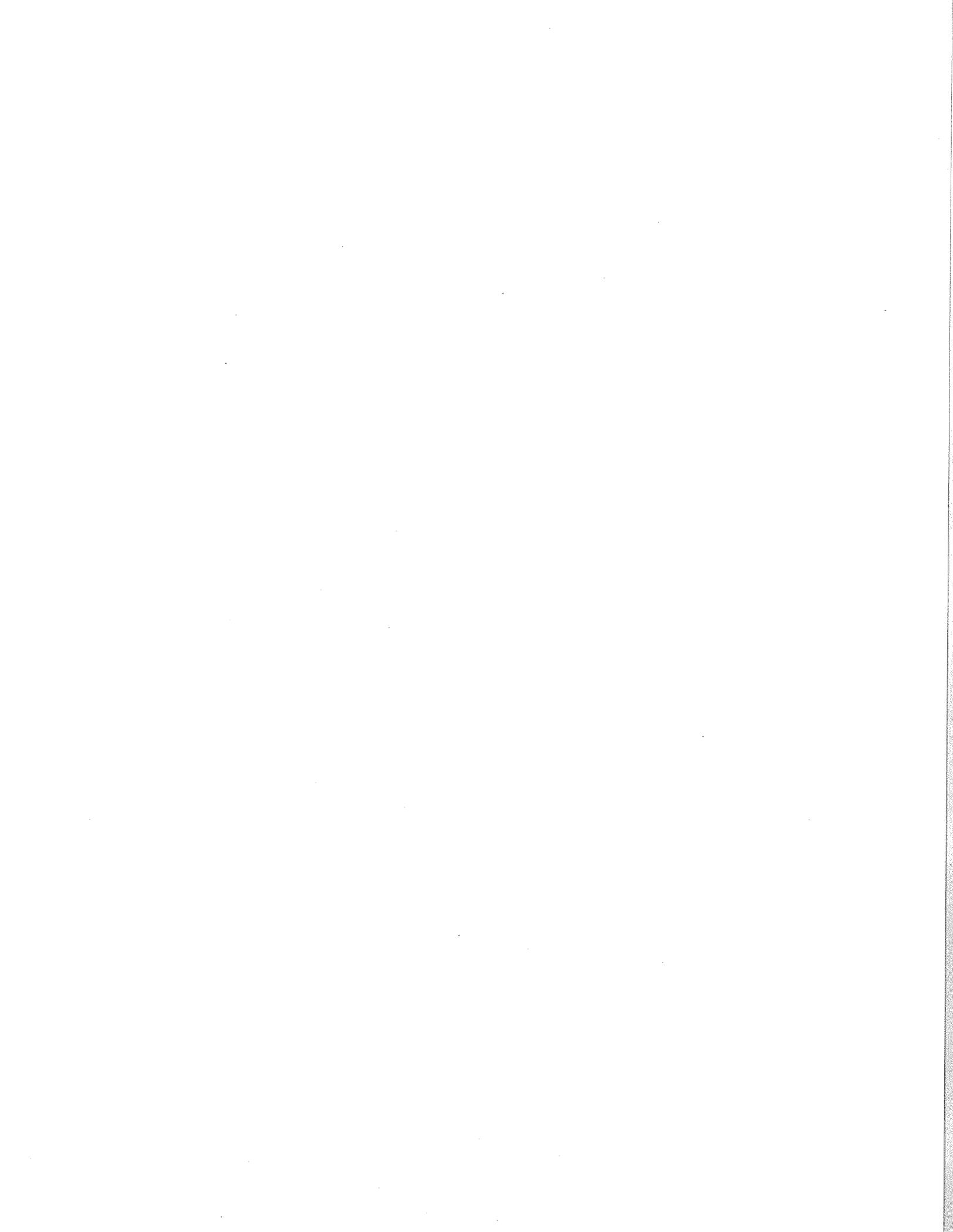


THE
WALKING GARDEN
SCENIC AND RECREATIONAL
HIGHWAY



SCENIC 19





STATE OF WASHINGTON

OFFICE OF THE GOVERNOR

OLYMPIA

DANIEL J. EVANS
GOVERNOR

The development of diversified facilities expanded for outdoor recreation in Washington State has long been one of my goals. To further this goal, I requested the 1967 Legislature to pass a bill providing for the development of scenic and recreational highways throughout the state. The Legislature adopted the executive request, designating 25 highway areas in the state as scenic corridors.

Following the passage of this bill, I asked the state Parks and Recreation Commission and the state Highway Department to make a study to determine possible sites for scenic highways. The Yakima Canyon has been proposed as the area for the state's first scenic corridor due to its great potential for allowing the traveler to pass through beautiful country at a pace enabling him to enjoy and appreciate its beauty. The development of a scenic corridor through the Yakima Canyon has been timed to coincide with the opening of Interstate 82, which will remove heavy traffic from the Canyon route.

A recreational demand study recently completed by the state Planning and Community Affairs Agency has shown that driving for pleasure ranks second in its number of occurrences as a type of recreational activity in the state. Planning for scenic corridors in Washington is indeed congruent with the popularity of this form of recreation in our state. The corridors will be designed so that other popular recreational activities, such as bicycling, hiking, hunting, and fishing may be accommodated along the route, without interfering with motorists.

By building scenic corridors, the State of Washington will become a leader among states in establishing scenic and recreational highways to enable others to see and appreciate the beauty of America.



Daniel J. Evans
Governor

Washington State Parks and Recreation Commission
522 South Franklin
Olympia, Washington 98501

Washington State Highway Commission
Highways-Licenses Building
Olympia, Washington 98501

Gentlemen:

It is with pleasure that we submit for your consideration this jointly prepared study of the Yakima Canyon Scenic and Recreational Highway. This study, prepared to implement Substitute Senate Bill 424 of the 1967 legislature, is the first to be completed, and represents a new milestone in interdepartmental cooperation. We especially commend to your review the recommended action program required to achieve the legislative directive.

Very truly yours,


Charles H. Odegaard, Director
State Parks and Recreation Commission


Charles G. Prah, Director
Department of Highways

THE YAKIMA CANYON SCENIC AND RECREATIONAL HIGHWAY

A STUDY AND PROPOSED ACTION PROGRAM

CONDUCTED AND PREPARED BY

THE WASHINGTON STATE PARKS AND

RECREATION COMMISSION,

THE WASHINGTON STATE DEPARTMENT OF HIGHWAYS,

in Cooperation with

THE WASHINGTON STATE PLANNING AND

COMMUNITY AFFAIRS AGENCY

September 1968

Copies of this study are available from the Washington State Parks and Recreation Commission, P. O. Box 1128, Olympia, Washington 98501

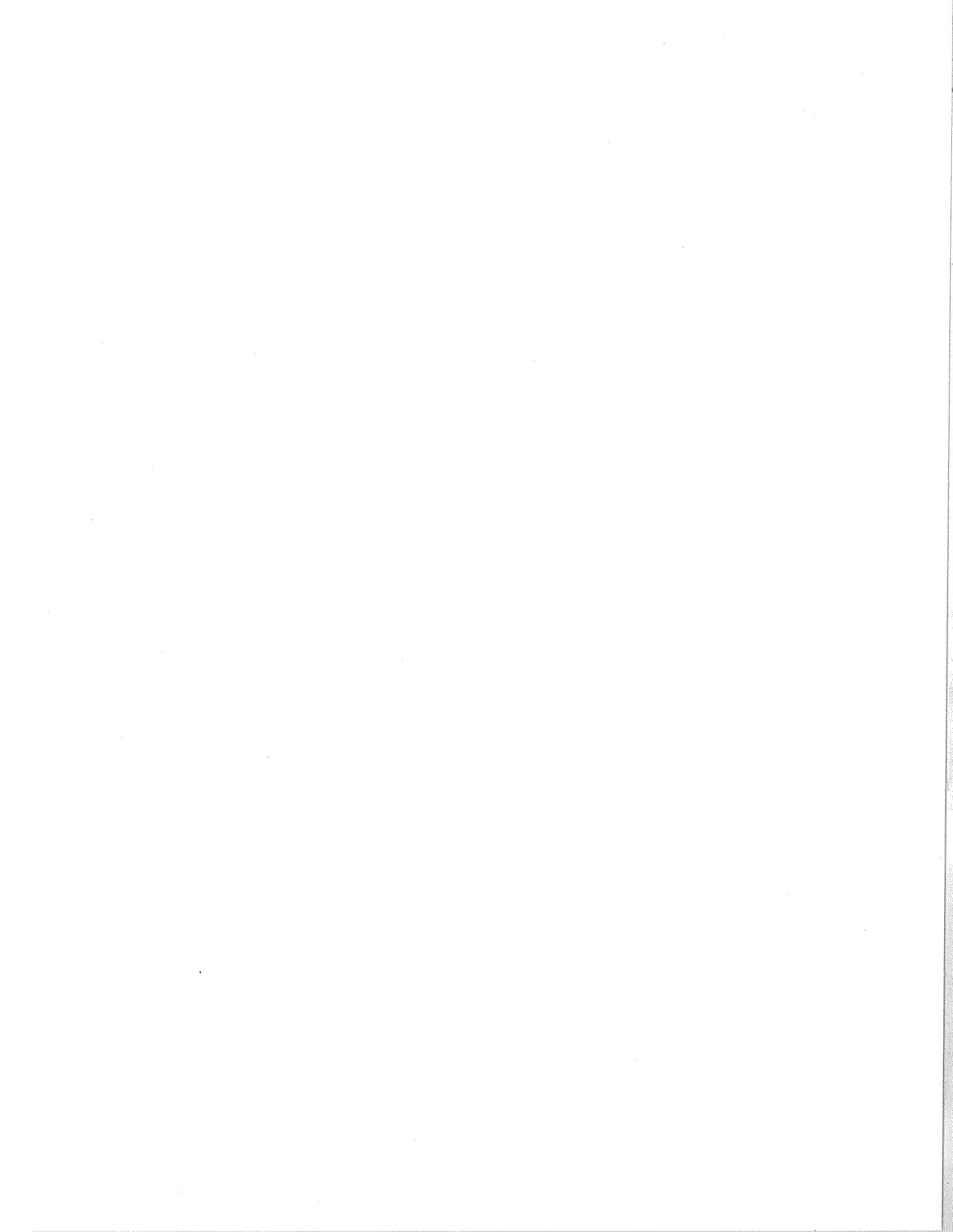


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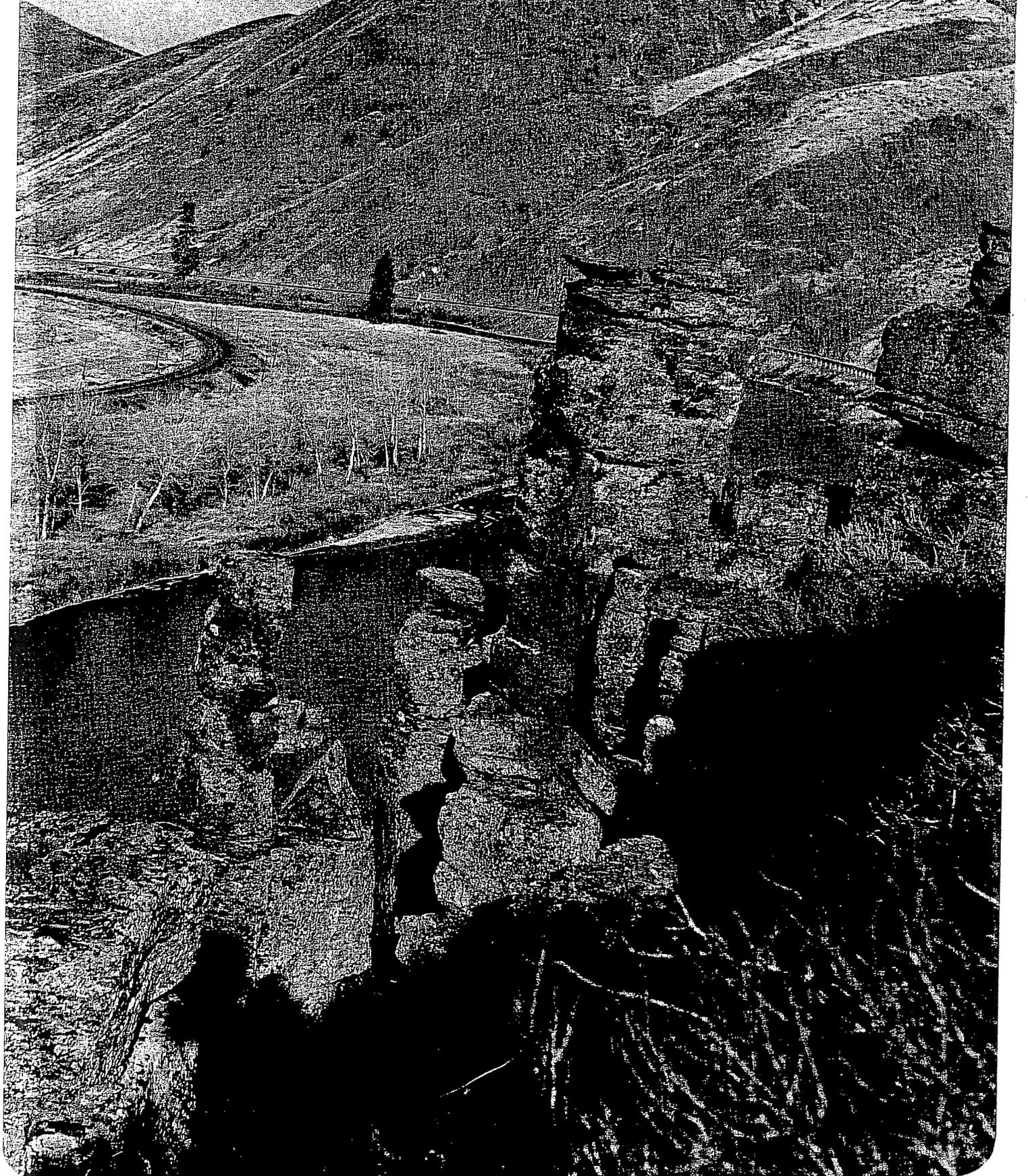
FOREWORD

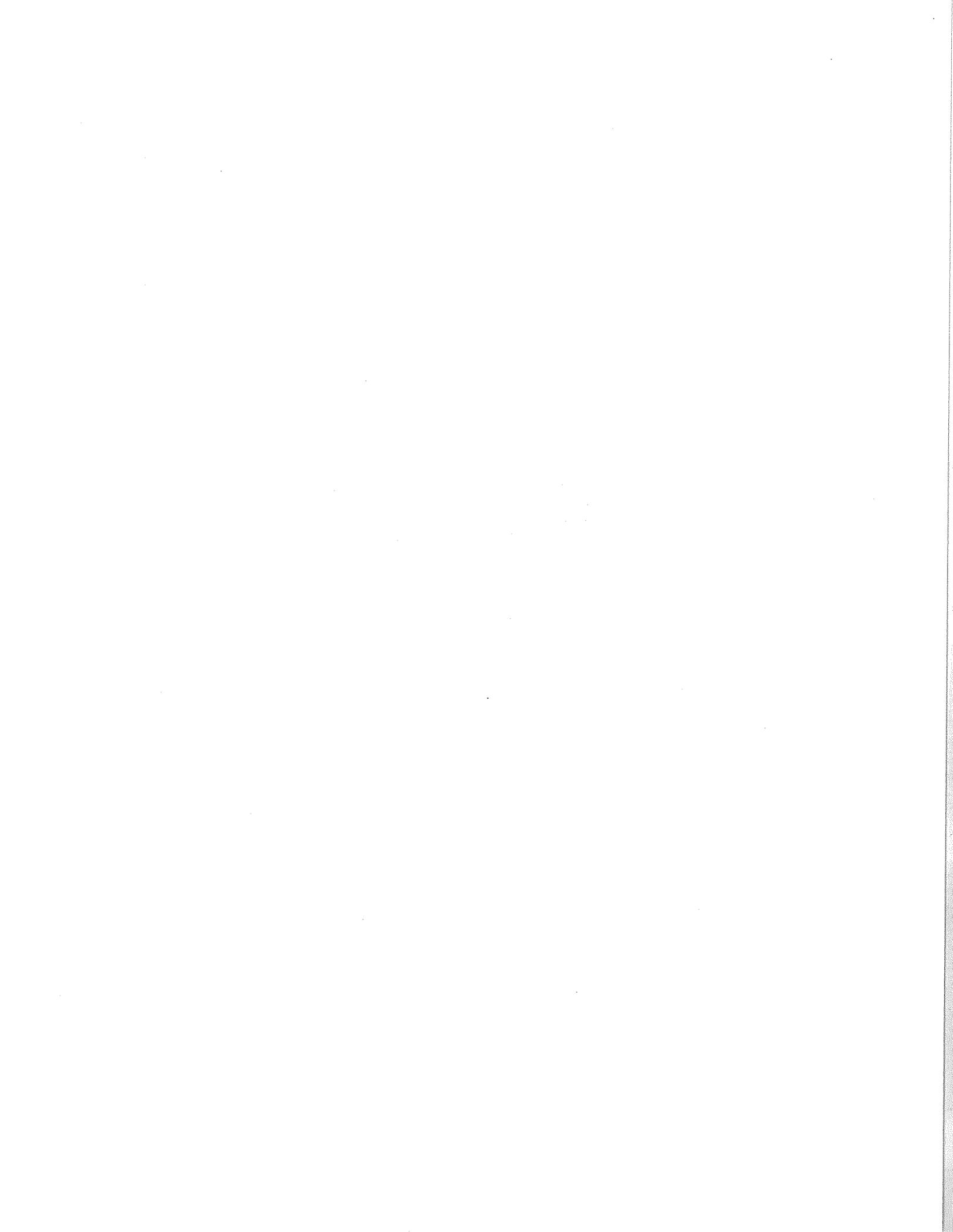
This study is the first of a series of studies covering scenic and recreational highways as established by the fortieth legislature (SSB 424, see Appendix). The study is a new departure in recreational planning. From its inception, it has been a cooperative effort between various state agencies. The Highway and Park Commissions have been the principal agencies involved.

Scenic and recreational routes are those which not only offer a landscape of outstanding aesthetic, historical or cultural value, but also encourage a leisurely viewing of this landscape while creating no undue hazards to other route users. The scenic highway will give each highway traveler an opportunity to see, feel, and enjoy the surrounding countryside in a leisurely manner. Other recreation opportunities, such as hunting and fishing, hiking and bicycling, are encouraged along the route but in such a manner as not to interfere with the traveler on the highway.

The scenic corridor, encompassing these many recreational resources, is then the foundation for the Scenic and Recreational Highway. It is the corridor, the quality of the landscape and its recreational opportunities, present or developable, which provide the user with an outstanding travel experience.

A SUMMARY OF FINDINGS AND RECOMMENDATIONS





A SUMMARY OF FINDINGS

The Yakima River Canyon is essentially undeveloped and in its natural state.

At present is being used for fishing, hunting, swimming, camping, and water-skiing.

* Research indicates a demand for facilities to meet the increasing needs for these activities.

Two boat launches have recently been constructed within the canyon.

The Yakima River Canyon Highway is not protected by legislation restricting outdoor advertising.

The Washington State Highway Commission, after considering location of a new Interstate Highway through the canyon, decided instead to locate the new highway on the canyon rim to the east, leaving intact the scenic splendors. This development will provide a parallel route, making it possible for motorists to leave the Interstate route and enjoy the more leisurely pace of the scenic highway.

Interstate Route 90, the State's major East-West highway and Interstate Route 82, the major North-South highway in central Washington, will intersect near the north entrance to the officially designated Scenic and Recreational highway.

A recent survey by Washington State University has identified the existence of a civilization within the canyon dating back to the year 1000 B.C.

The Yakima River has created an unusual geological formation by cutting through two major mountain ridges rather than following the contours of the land. The river's erosive action has left a vivid graphic calendar of geological history.

* Bibliography

A SUMMARY OF RECOMMENDATIONS

Priority Programming

It is recommended that the priorities for acquisition and development within the program concept be adopted to conform to the scenic and recreational rating values established as a part of this report. On page 29 is a table and map showing the results of the rating systems. The rating system not only established a guide for priority programming and identified the primary and route resource, but also provided a mile-by-mile analysis to guide the type and quality of development approved for optimum resource development.

Minimum Program

The concept of the minimum program is to combine the most urgent and economically feasible conservation and development measures into a program to identify, interpret and enhance the corridor. The minimum program is oriented to the highway user as it is anticipated that pleasure driving will be the major recreational activity within the canyon.

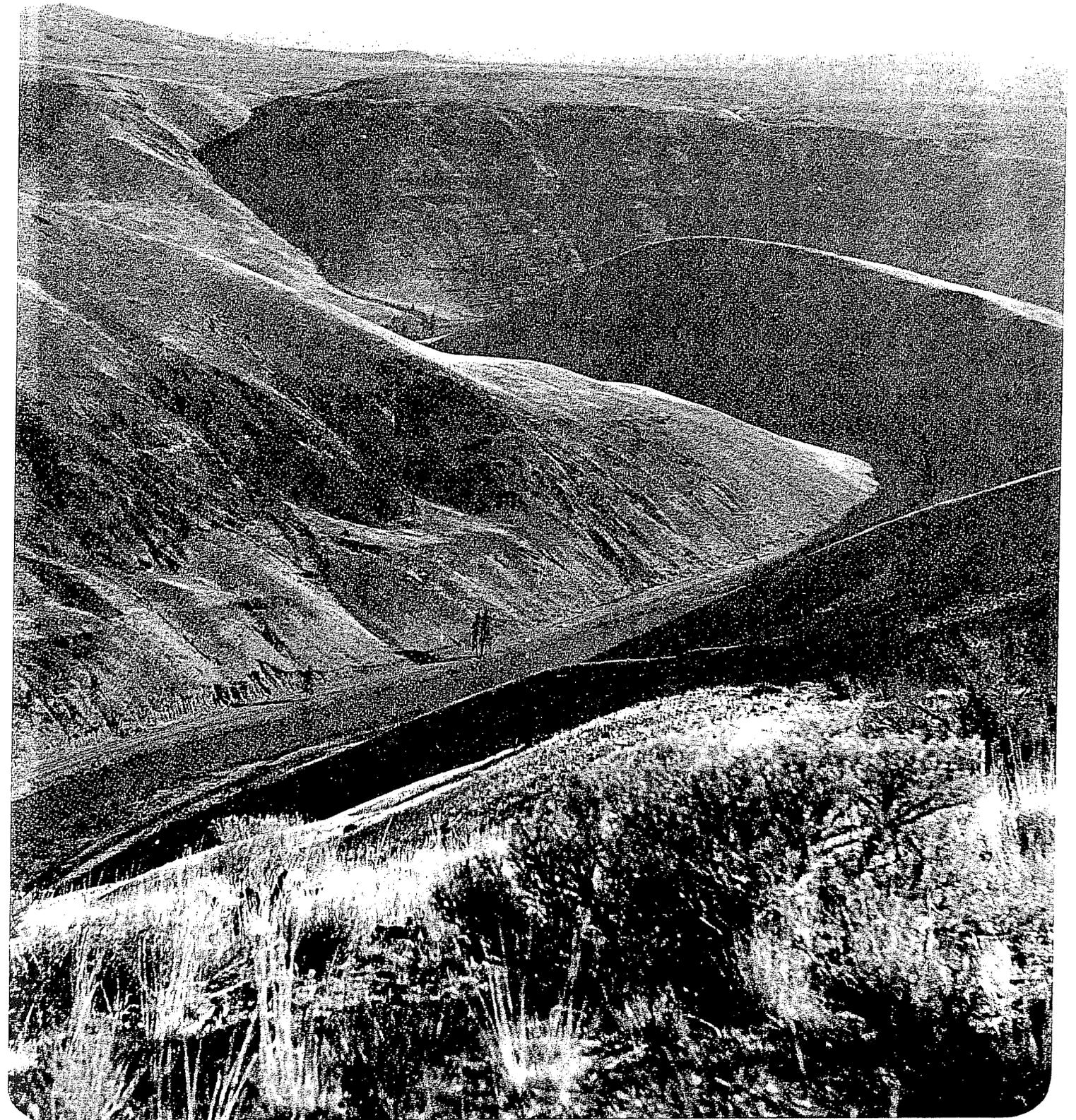
Extended Program

The concept of the extended program is to provide the opportunity for active recreational pursuits as well as furthering scenic enhancement programs. The extended program would supplement the minimum program by the development of rest, camping and picnic areas.

Optimum Program

The concept of the optimum program is to conserve to the highest degree feasible, the route's aesthetic qualities within the total corridor, and to provide recreational opportunities to satisfy anticipated park demands. Scenic enhancement would be directed toward improving the view from the road. Complete development of camping, picnicking, and interpretive facilities would be accomplished.

CHAPTER ONE-INTRODUCTION



INTRODUCTION

During the fortieth Legislative Session an act (SSB 424, see Page 53) relating to highway beautification and conservation was passed designating twenty-five highway areas as Scenic and Recreational highways. The act reads in part "Responsibility for construction and maintenance is hereby established between the highway commission and the parks and recreation commission," and further, "The establishment of planning and design standards for items provided for in section 5 of this act shall be coordinated by the state office of community affairs."

This report jointly prepared by the State Parks and Recreation Commission and the State Department of Highways represents the first step toward implementing this act.

PLANNING METHODS

The study was divided into four major work areas.

First

The preliminary stage of planning and research. This involved the gathering and evaluation of published material relevant to the project area.

Second

Extensive field review and site analysis was undertaken, during which time the physical character of the region, project area, and individual sites, was evaluated and recorded. Both Scenic and Recreational Resources were evaluated numerically to guide later work efforts.

Third

Field and research data were synthesized to formulate standards and specific development programs.

Fourth

The final step was to formulate an action program in order to delineate specific developments and assign priorities.

Work throughout the project was jointly shared by the Parks and Recreation Commission and the Highway Department. Consultation was held with other agencies.

LIMITATIONS OF REPORT

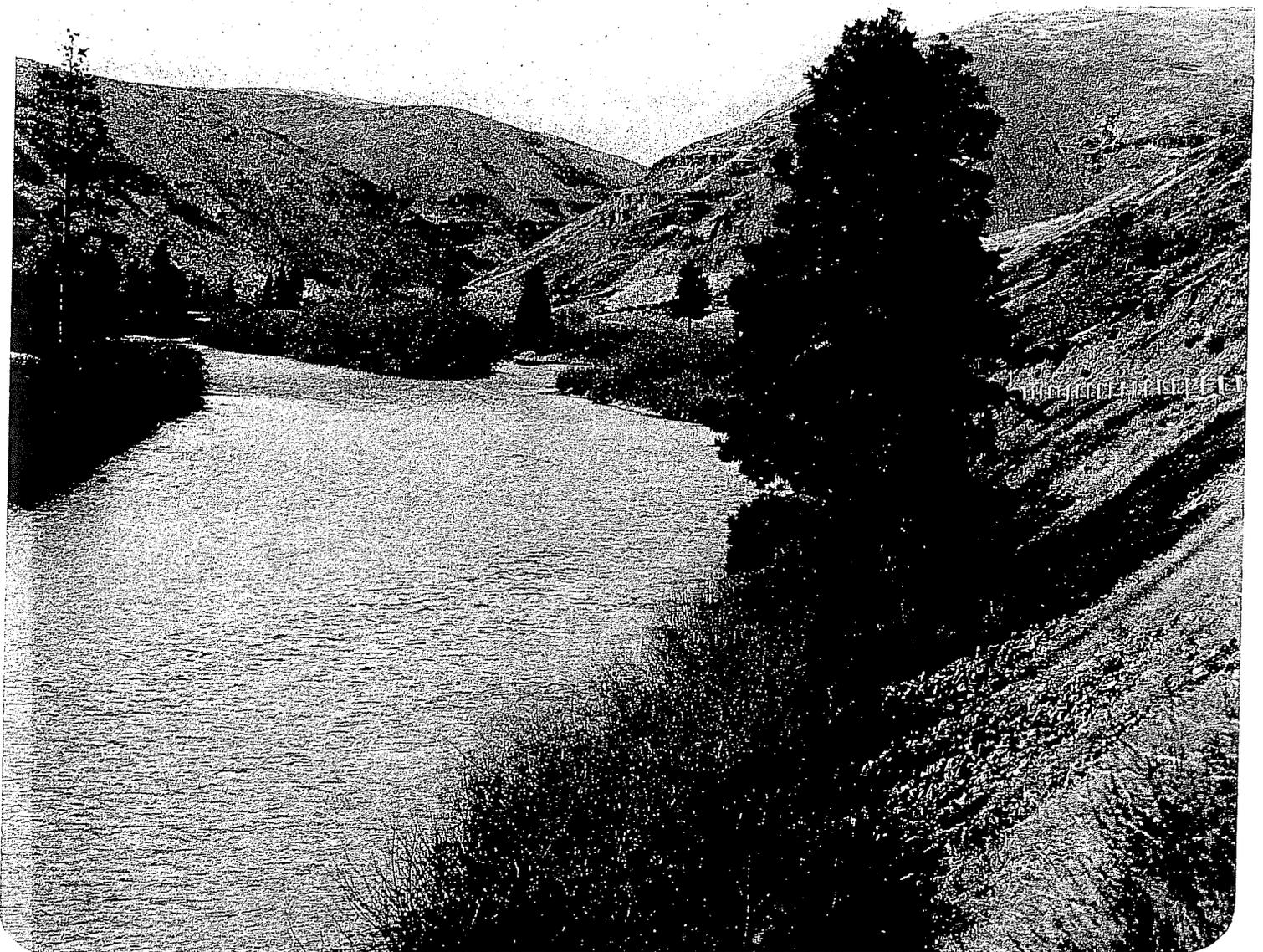
Legal Limitations

The project area is legally limited by RCW Code 47 as follows: "Primary State Highway #3 or the Inland Empire Highway beginning at the Upper Wilson Creek Bridge, Highway Department designation 3/103, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Bridge, Highway Department designation 3/910 approximately 5.4 miles north of Yakima."

Visual Limitations

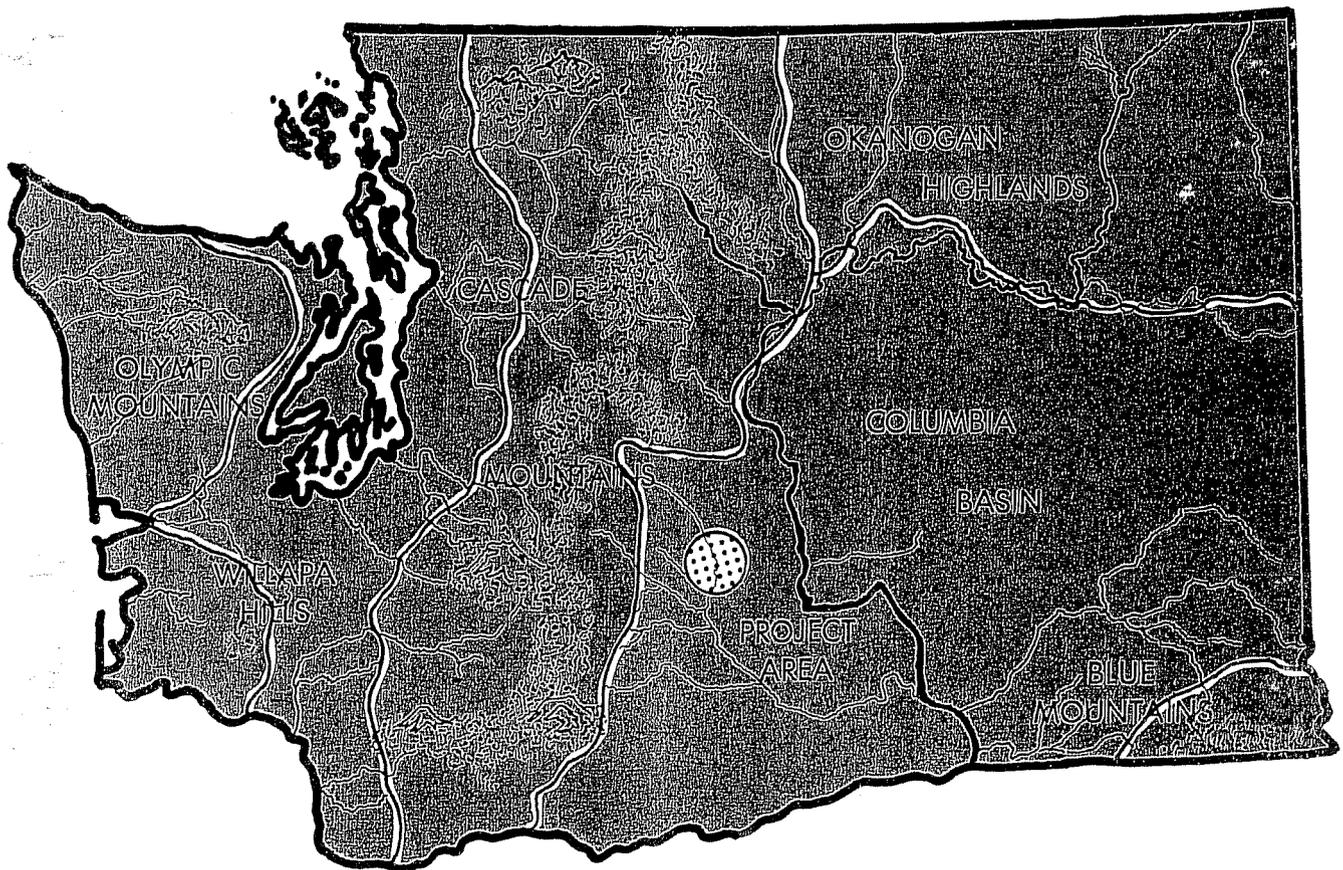
The designated project site lies within a precisely defined visual basin extending on either side of the highway to the rim of the canyon. The average width of the visual basin is approximately two miles.

CHAPTER TWO— ROUTE RESOURCES



GEOGRAPHIC SETTING

The Yakima Canyon is situated in the geographic center of the state. The Kittitas-Yakima area borders the western lip of the Columbia plateau at its terminus against the Cascade Mountain Range. The Columbia plateau, the second largest lava plateau in the world, extends from the Cascade Range eastward to the foothills of the Rockies. It extends southward from the Okanogan highlands, north of Ellensburg, to the great basin of South Central Oregon.



GEOLOGY

The Yakima Canyon area was once a part of a humid lowland, covered with lush tropical foliage. The river, then in its infancy, was, no doubt, a sluggish, murky, wandering stream. Trees and other vegetation, felled by its wanderings, were buried in silt and loam to emerge in later times as the petrified forests widely scattered throughout this region. Prehistoric mammals and reptiles, leaving fossilized remains behind for the present day explorer, roamed the verdant forests and glades.

Approximately 20 million years ago cataclysmic forces caused thousands of square miles to be covered with basaltic lava flows, extending almost to the shores of the Pacific Ocean. These lava flows interrupted the course of the river and caused it to change from a meandering stream into a series of large lakes. Erosive forces and successive lava flows directed the wanderings of the river to a course which is approximately its present location. What is now Kittitas and Yakima Counties was a gradual plain, containing a series of terraced lakes. Glacial melts deposited tons of silt into these lake bottoms which, along with the volcanic action to the west, created a thick, rich soil cover.

A period of uplifting and warping began along the Cascade Range and fingers of mountains cut across the path of the slowly flowing Yakima. The lakes formed by these fingers increased the cutting strength of the river and since the uplifting was gradual, the river continued its course cutting down through the basalt.

Of interest in the canyon today, is this calendar of ancient events that river erosion has exposed. The ancient lowlands, the successive basalt flows, the flowing and sedimentation, and the erosive forces of nature are all clearly evident.

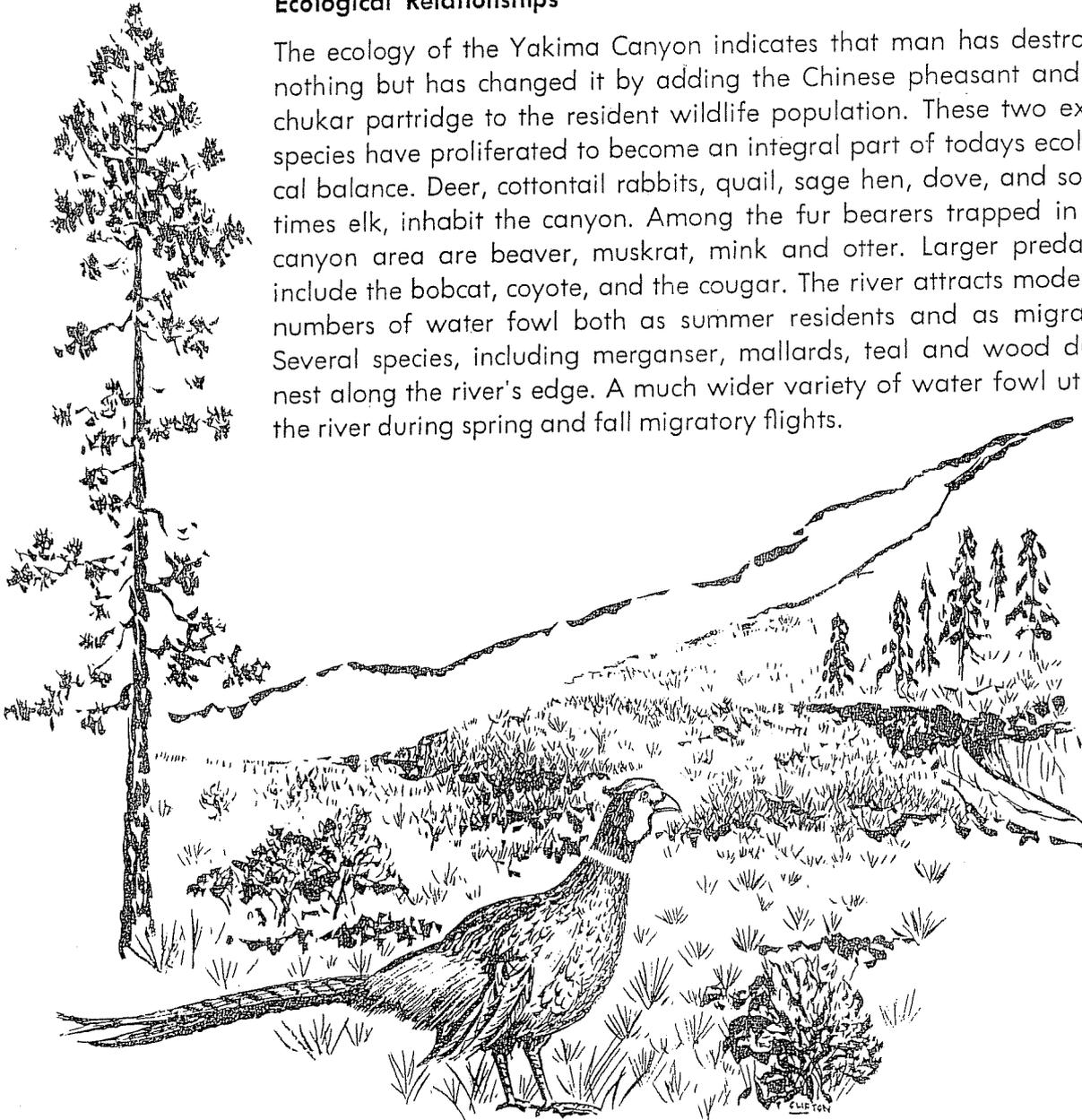
LANDSCAPE

General Cover

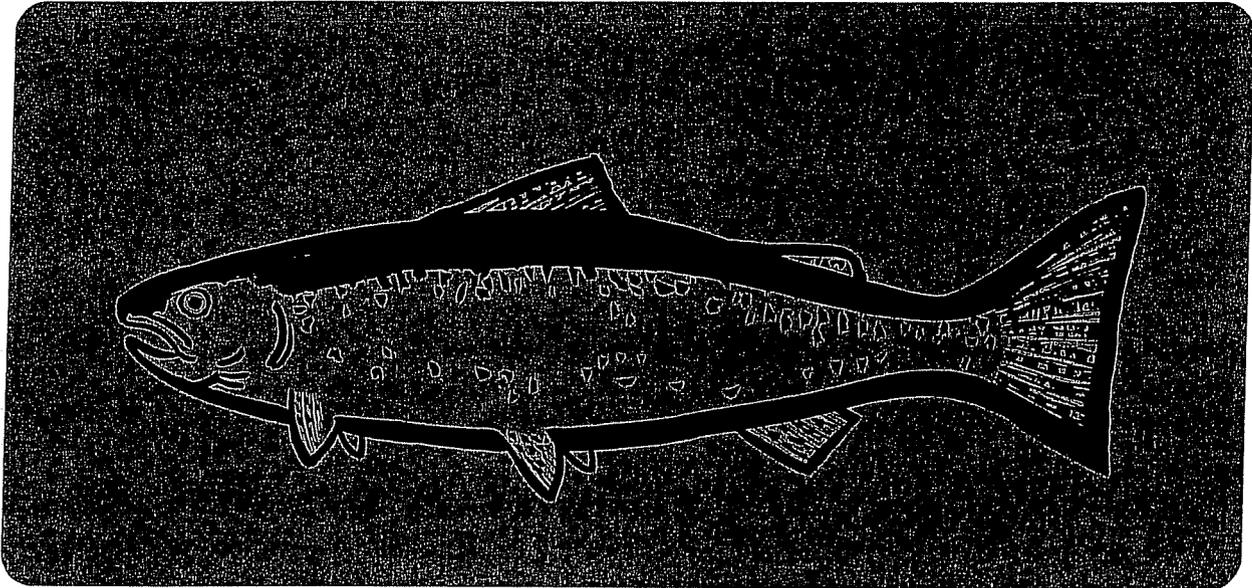
The Yakima Canyon's vegetation is predominately sage, bunch grass and scattered conifers with a green belt of cottonwoods, aspen and willow, along the river's edge. Several alluvial plateau areas contain pines ranging in age from 100 to 150 years.

Ecological Relationships

The ecology of the Yakima Canyon indicates that man has destroyed nothing but has changed it by adding the Chinese pheasant and the chukar partridge to the resident wildlife population. These two exotic species have proliferated to become an integral part of today's ecological balance. Deer, cottontail rabbits, quail, sage hen, dove, and sometimes elk, inhabit the canyon. Among the fur bearers trapped in the canyon area are beaver, muskrat, mink and otter. Larger predators include the bobcat, coyote, and the cougar. The river attracts moderate numbers of water fowl both as summer residents and as migrants. Several species, including merganser, mallards, teal and wood duck, nest along the river's edge. A much wider variety of water fowl utilize the river during spring and fall migratory flights.



The river in itself is an important recreational fish producer and provides a substantial winter and summer fishery. Principal game species found in the river are whitefish, trout, and steelhead.



Color

For a brief time in the Spring, the canyon comes alive with color as the shrubs and grasses turn green. The green soon gives way to the hot and arid Summer and various shades of brown become established as the predominant colors, accented by the pines and blue river on the canyon floor. In the Fall there is another brief display of color as the cottonwoods and aspens turn brilliant yellow, prior to losing their leaves. Winter months bring occasional snows to the canyon covering everything with white.

Texture

When one drives through the canyon, the landscape takes on a soft appearance, the bunch grass appears as a lawn, the pines are green masses, and the large landforms recede into the distance. Viewing the landscape as a pedestrian, it takes on a coarser texture and the landforms can be appreciated for all their rugged grandeur. Close at hand the pines, shrubs, bunch grass, and the rippling water against the rocks at the river's edge, all combine to say that here is untamed beauty.

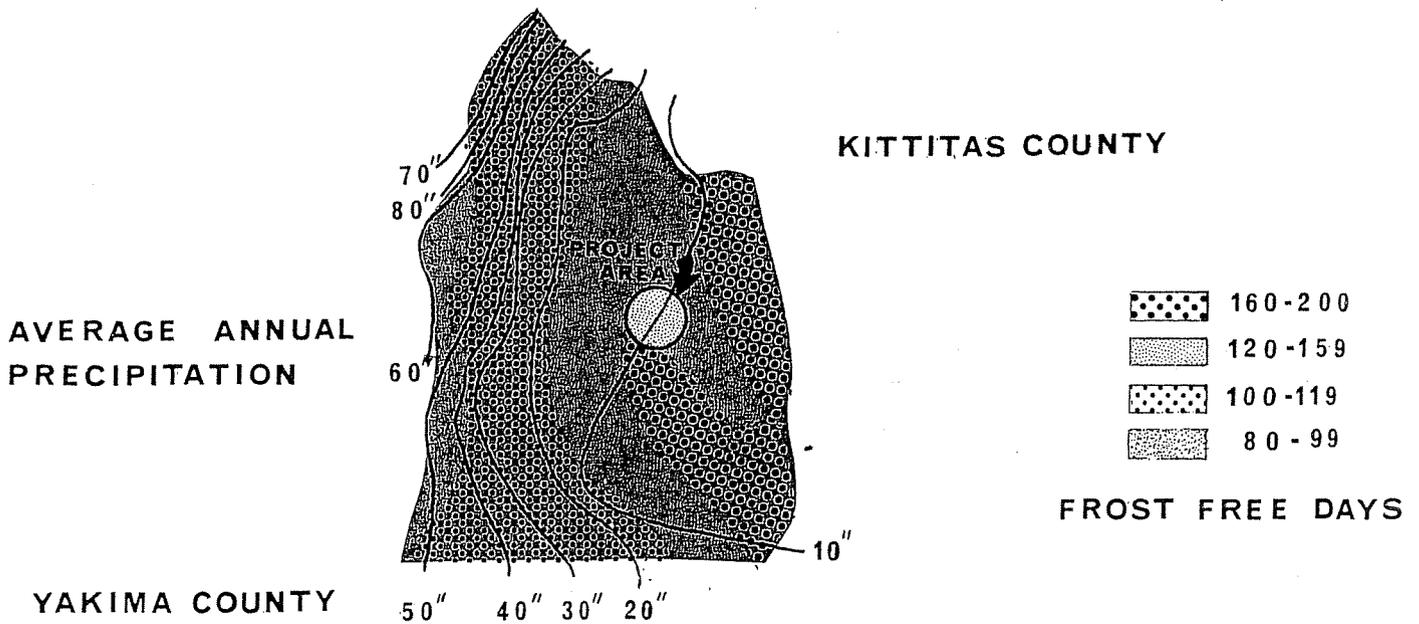
Patterns

The principal pattern within the canyon is created by the landforms. The steep hills and the valleys separating them located in visual harmony with the pine studded floats on the canyon floor, are accentuated by occasional outcroppings of columnar basalt. A closer look reveals a more intricate pattern on the hillsides, a corduroy-like erosion pattern caused by the hooves of many grazing animals. Also in harmony with the landforms are the curved lines of the highway, railroad and river.



THE CLIMATIC ZONE

The Yakima Canyon lies within the Central Basin Climatic Zone. This includes the area of the Ellensburg Valley, and the Central Plains Area of the Columbia Basin. The average annual rainfall amounts to less than 7 inches in the drier valleys and up to 15 inches in the eastern portion. The average annual snowfall ranges from 20 to 35 inches, with some areas receiving less than one inch. Snow depths seldom exceed 6 to 10 inches other than in the Kittitas Valley. The area is subject to the warm "Chinook" winds which produce a rapid rise in temperature. Summer storms occur, building up along the ridges extending eastward from the Cascades, then drifting across the irrigated agricultural valleys. In January, the average maximum temperatures range from 30° to 40° and the minimums range from 15° to 25°; In July the average maximum temperatures range from 90° to 95° and the minimums from 55° to 60°. The frost free season extends from early May to early October.



HERITAGE

The pattern of human activity within the Yakima River Canyon has been primarily one of very sparse permanent settlements, contrasted with proportionately great numbers of people passing through, or gathering for a few days in the canyon.

Recent surveys have found evidence of human habitation within the canyon dating to the year 1000 B.C. At that time the canyon dwellers were living in subterranean houses and likely chose to dwell within the canyon for the abundant shelter and food supply that it offered.

The Indian Heritage of the past few hundred years is evident in the names given areas adjacent to and in the Yakima Canyon. "Umtanum" an Indian word for "contentment", is the name of a major ridge bisecting the canyon as well as the name of the stream at the foot of the ridge. "Manastash" is an Indian word for "camping ground" and is the name of another major ridge in the area. The fertile valley at the north end of the canyon is named "Kittitas", the Indian word meaning "bread".

Fur trappers were the first white men to venture into Yakima and Kittitas Counties. In addition to the furs and horses which they took back to their settlements, they also took word of the many Indian tribes who used the area.

Following a pattern that had been established throughout much of the west, Christian missionaries made their way through the Yakima Canyon in the years following the first fur traders. Some of these missionaries stayed on to become the area's first permanent white residents.

The white man's first major impact on the canyon came in the 1860's when the region's first stockman settled with his family and herd near the south end of the canyon. The cattle found excellent grazing on the 10' to 12' high rye grass which was then predominant on flats throughout the canyon.

Twenty-five years later, man again changed the character of the area by constructing a railroad along the west bank of the river in the canyon floor.

Fifty years after the railroad, man's impact was again noted with the building of another major transportation facility. A highway joining Yakima and Ellensburg was constructed through the canyon on the east bank of the river. This highway opened the canyon to human use, but still only a handful have chosen to establish homes in the area that the Indians called "campground" and "contentment". Most have elected to use the Yakima River and the canyon for the recreational taking of fish and game animals while making their homes in the more fertile valleys nearby.



The Yakima-Kittitas area is essentially a modern, rather than a pioneer establishment. The builders of this region were the sons and daughters of the ox team pioneers who settled the Willamette Valley.

The Yakima River is widely held to be one of the nation's top trout streams and, as such, is considered one of the state's prime recreational features.

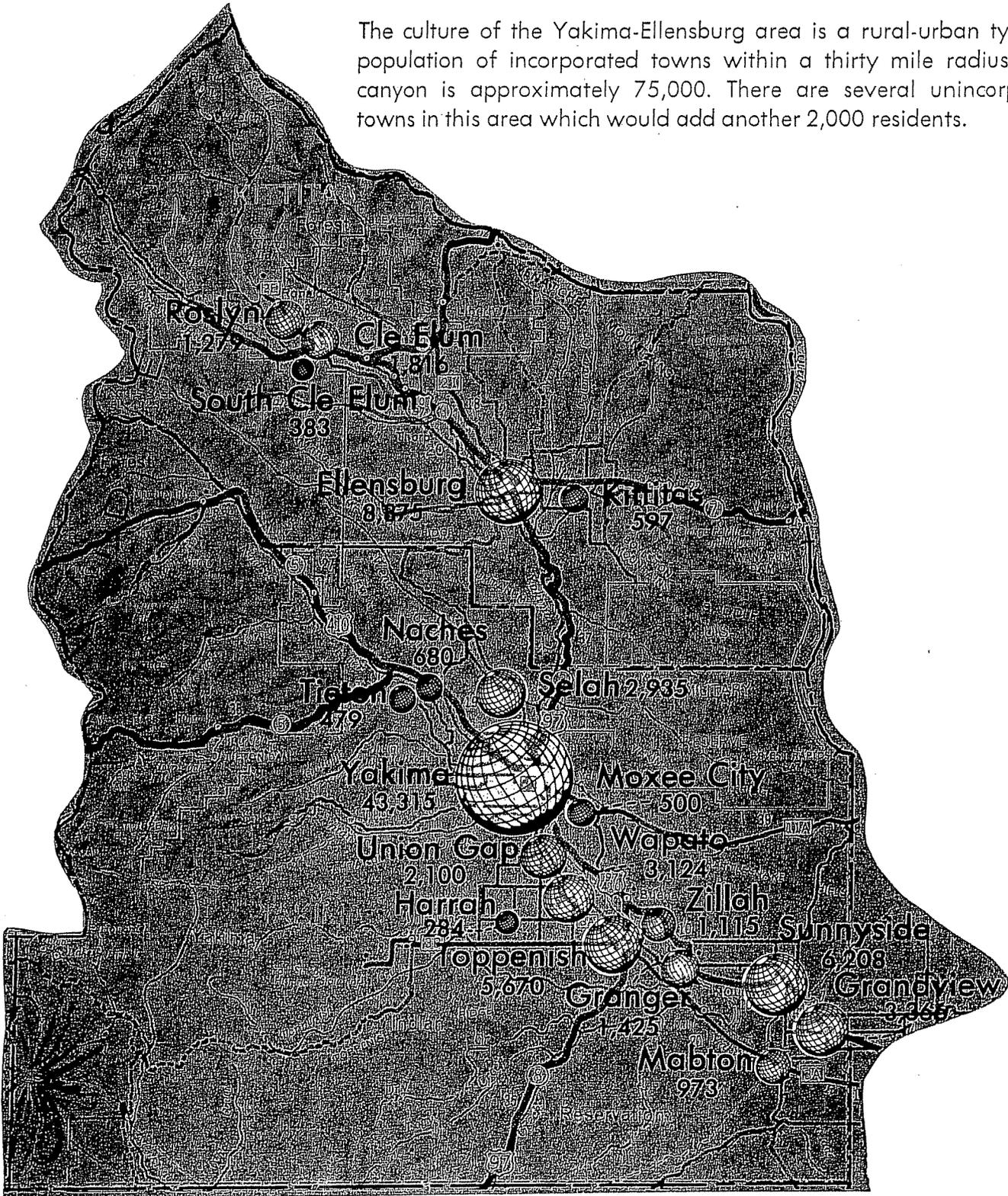
The high speed of the majority of vehicles currently using the canyon route and the high noise level caused by large trucks are both detrimental and hazardous to recreational activities and pleasure driving.



THE CULTURE

Population Within 30 Miles

The culture of the Yakima-Ellensburg area is a rural-urban type. The population of incorporated towns within a thirty mile radius of the canyon is approximately 75,000. There are several unincorporated towns in this area which would add another 2,000 residents.



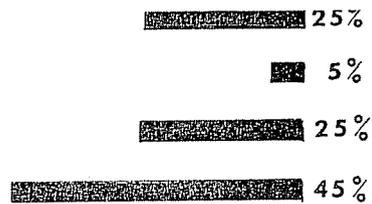
ECONOMIC BASE OF THE REGION

Kittitas County at the northern end of the Yakima River Canyon has an estimated population of 22,000, a land area of 2,315 sq. miles, and is ranked eighth in land area in the state. The principal products are coal, potatoes, livestock and forest products, all major factors in the economy.

Yakima County has a population of 160,000 people, a total land area of 4,273 sq. miles, and is ranked second in the state in land area. Yakima County is classified as rural-urban non-farm. Apples are the principal product followed by pears, peaches, cherries, apricots, grapes and other truck and field products.

PERSONAL INCOME

ELLENSBURG REGION



URBAN

RURAL

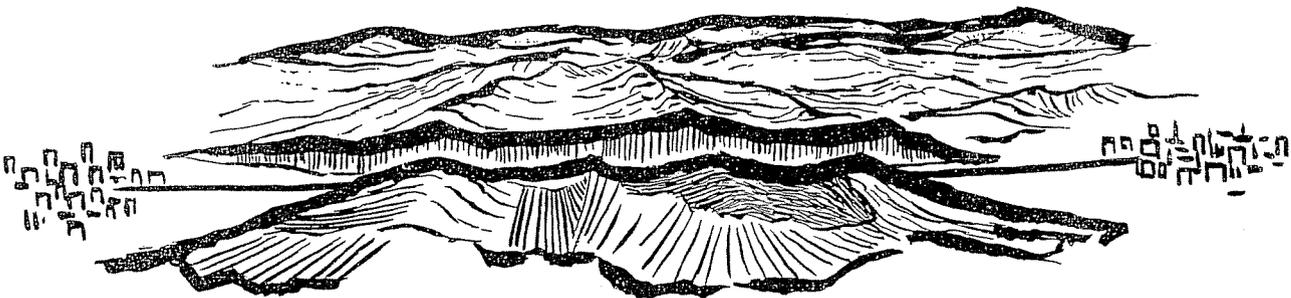
GOV'T and OTHER

CONSTRUCTION

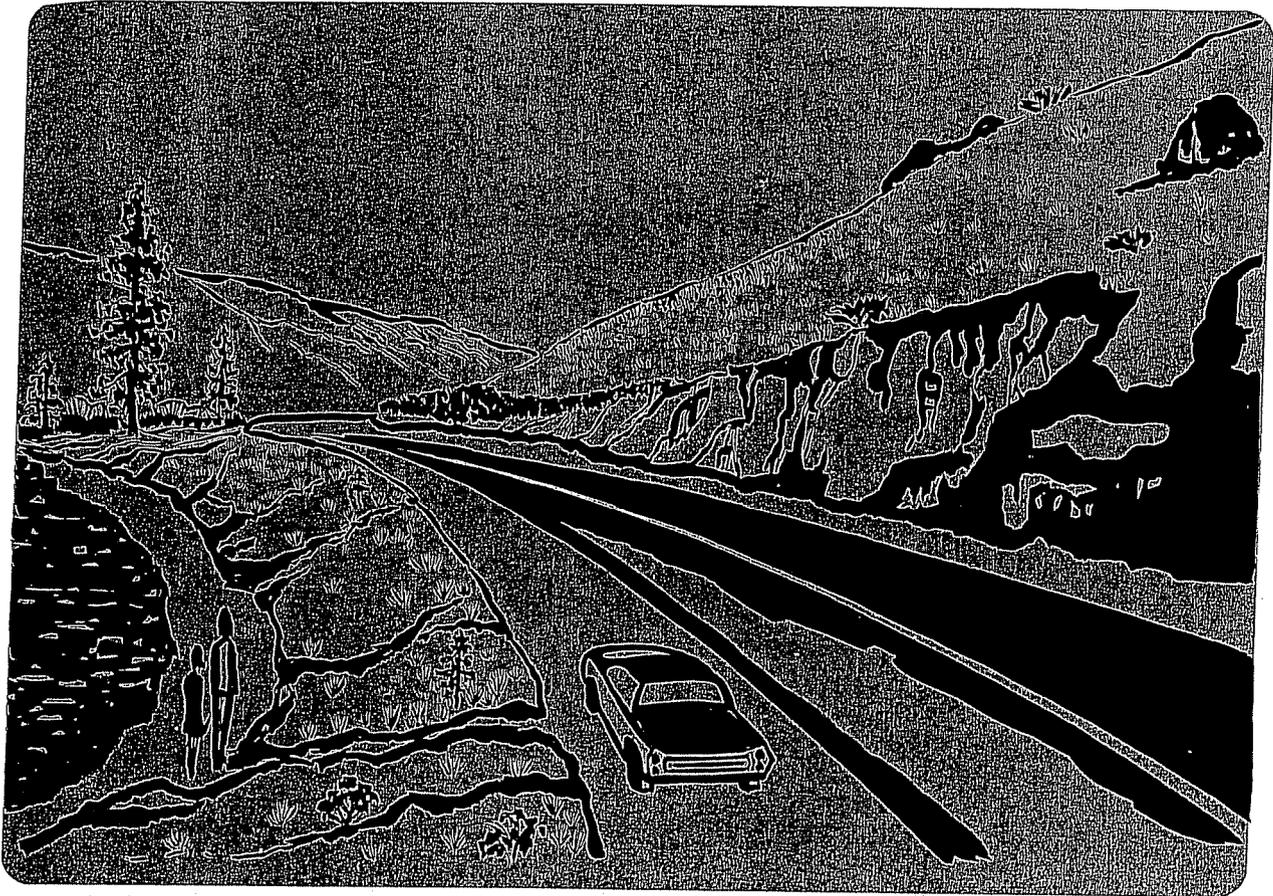
YAKIMA REGION



MANUFACTURING



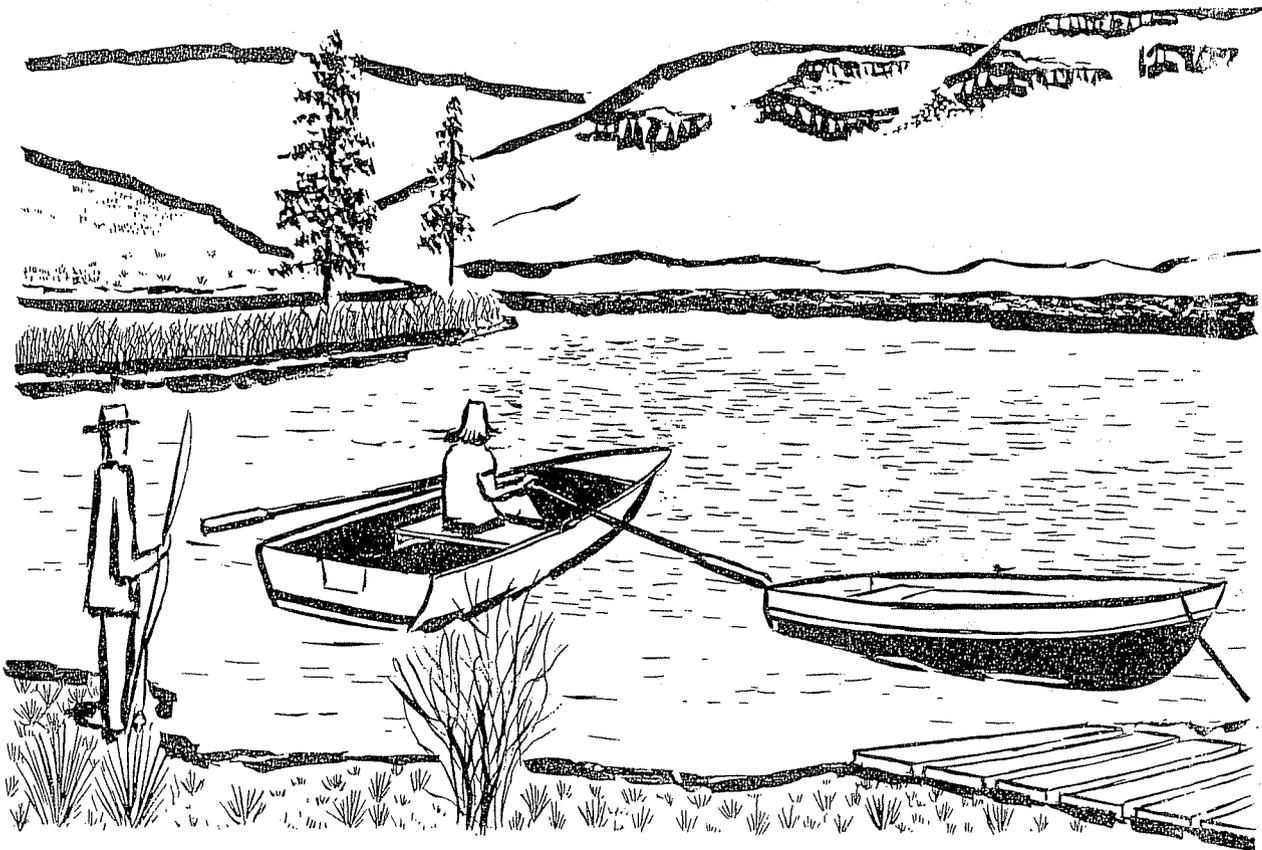
SCENIC DEVELOPMENT



Several Highway shoulder areas within the Canyon have been widened to permit access for parking and scenic viewing. These areas serve a dual purpose by permitting fishing access and rest stops.

Along with the shoulder widening a tree planting program has been initiated to further enhance the Canyon right-of-way.

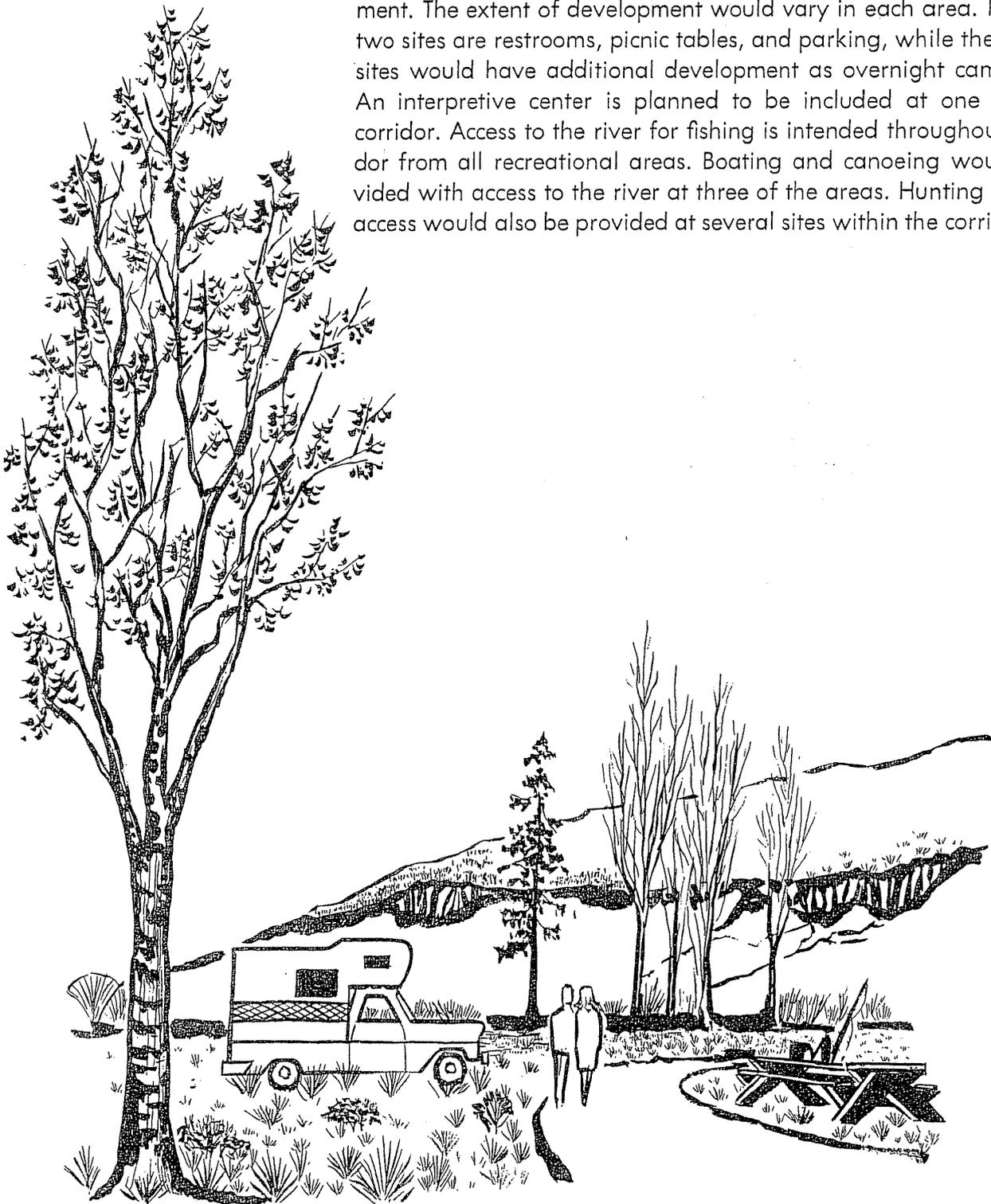
RECREATIONAL DEVELOPMENT

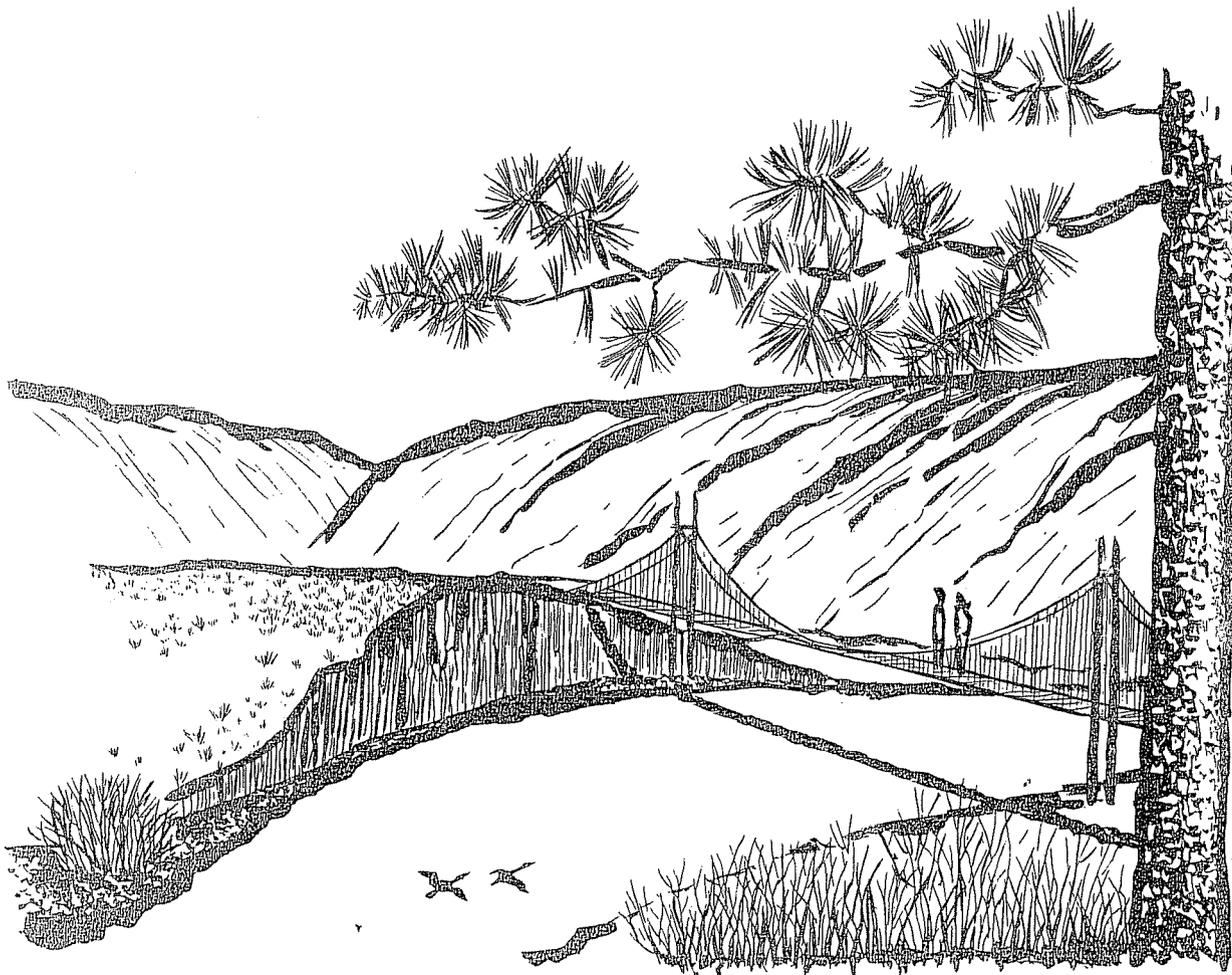


Existing

There are two developments in the corridor, which include parking areas, boat launches and pit toilets.

Examination of the corridor revealed four sites which have terrain, soils, and access that classify them as prime sites for recreational development. The extent of development would vary in each area. Planned for two sites are restrooms, picnic tables, and parking, while the remaining sites would have additional development as overnight camping sites. An interpretive center is planned to be included at one site in the corridor. Access to the river for fishing is intended throughout the corridor from all recreational areas. Boating and canoeing would be provided with access to the river at three of the areas. Hunting and hiking access would also be provided at several sites within the corridor.





The northern canyon entrance can be developed for camping, day use and canoe and boat launching into Wilson Creek.

Land acquisition will be necessary to provide visitors with opportunities for fishing, hunting, rock hounding, and other activities related to the canyon. The possibility of bicycle trails were explored and it was found that unless wider highway shoulders were used, it would not be feasible to establish bicycle trails the entire length of the canyon. Due to limited access from the road to the useable area west of the river, horseback trails were considered unfeasible within the canyon.

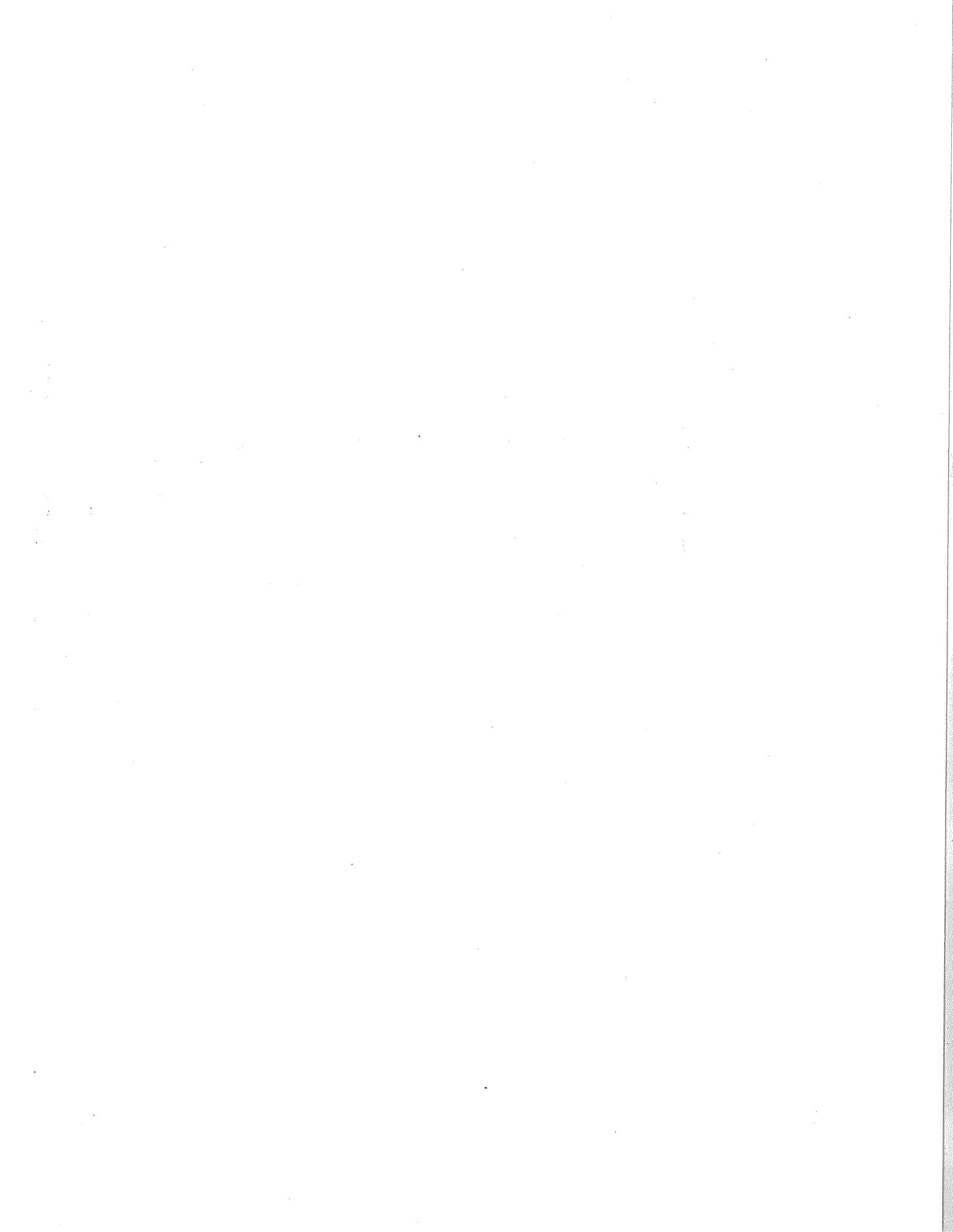
HIGHWAY TRAVEL

Volume and Character

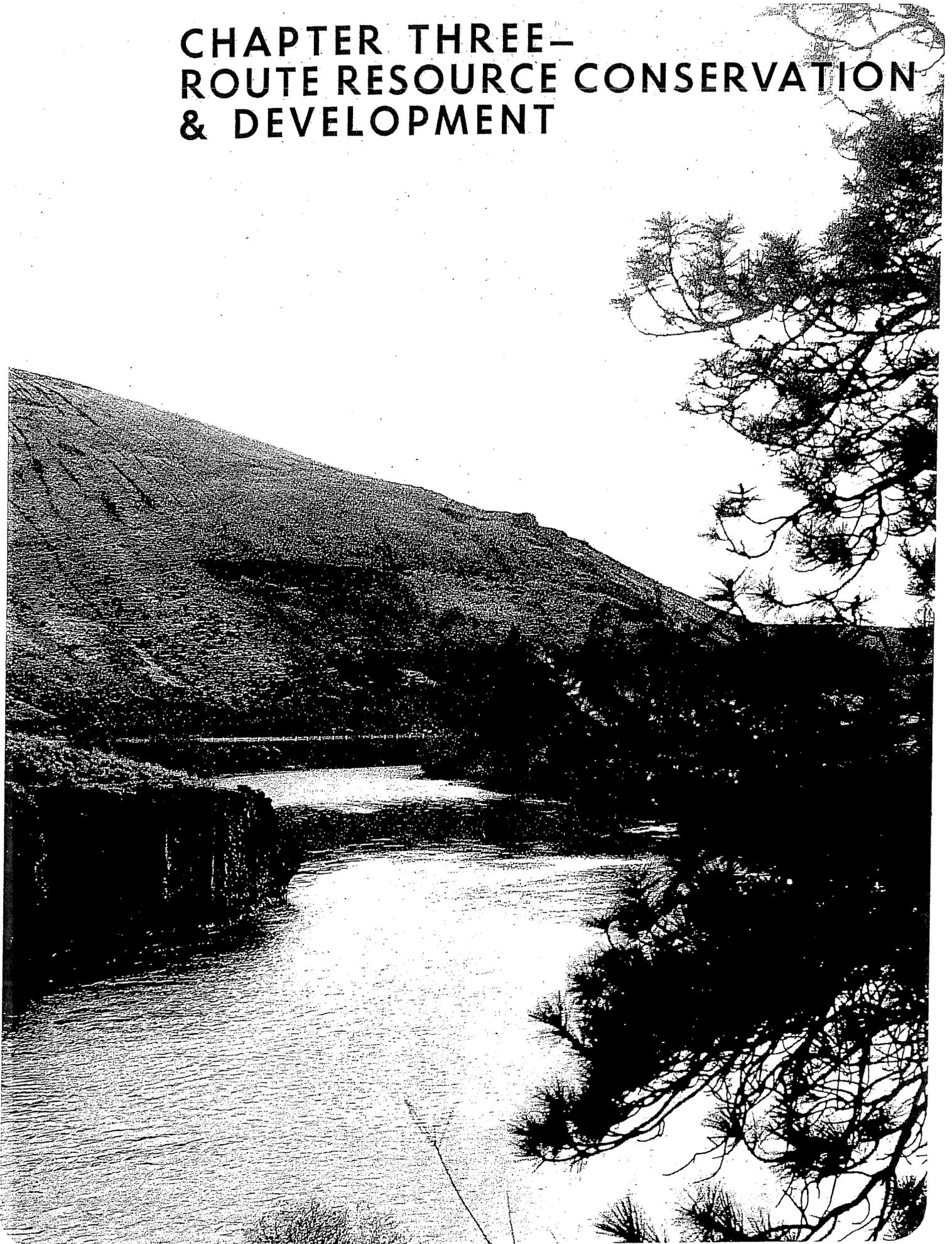
During 1967 the average number of vehicles per day using Highway 97 through the Yakima Canyon ranged from a low of 3,000 in January to a high of 6,000 in August. Of this number, approximately 10% were commercial trucks. After completion of Interstate 82, which bypasses the canyon, traffic volumes will drop considerably as well as change in character. By 1987, the projected volume of canyon traffic will have dropped to an estimated 2,200 units per day, of which approximately 32% could be commercial trucks. This projected volume is based upon the highway remaining in its present state and without consideration to Scenic and Recreational development.

Physical Roadway Characteristics

Located in a right-of-way averaging 100 feet wide, the roadway consists of two 11 foot asphalt paved lanes with shoulders averaging 6 to 10 feet. Several curves on the route slow the traffic temporarily to 30 to 40 miles per hour, while on the remainder of the route traffic generally moves in the range of 55 to 65.



CHAPTER THREE— ROUTE RESOURCE CONSERVATION & DEVELOPMENT



ROUTE RATING

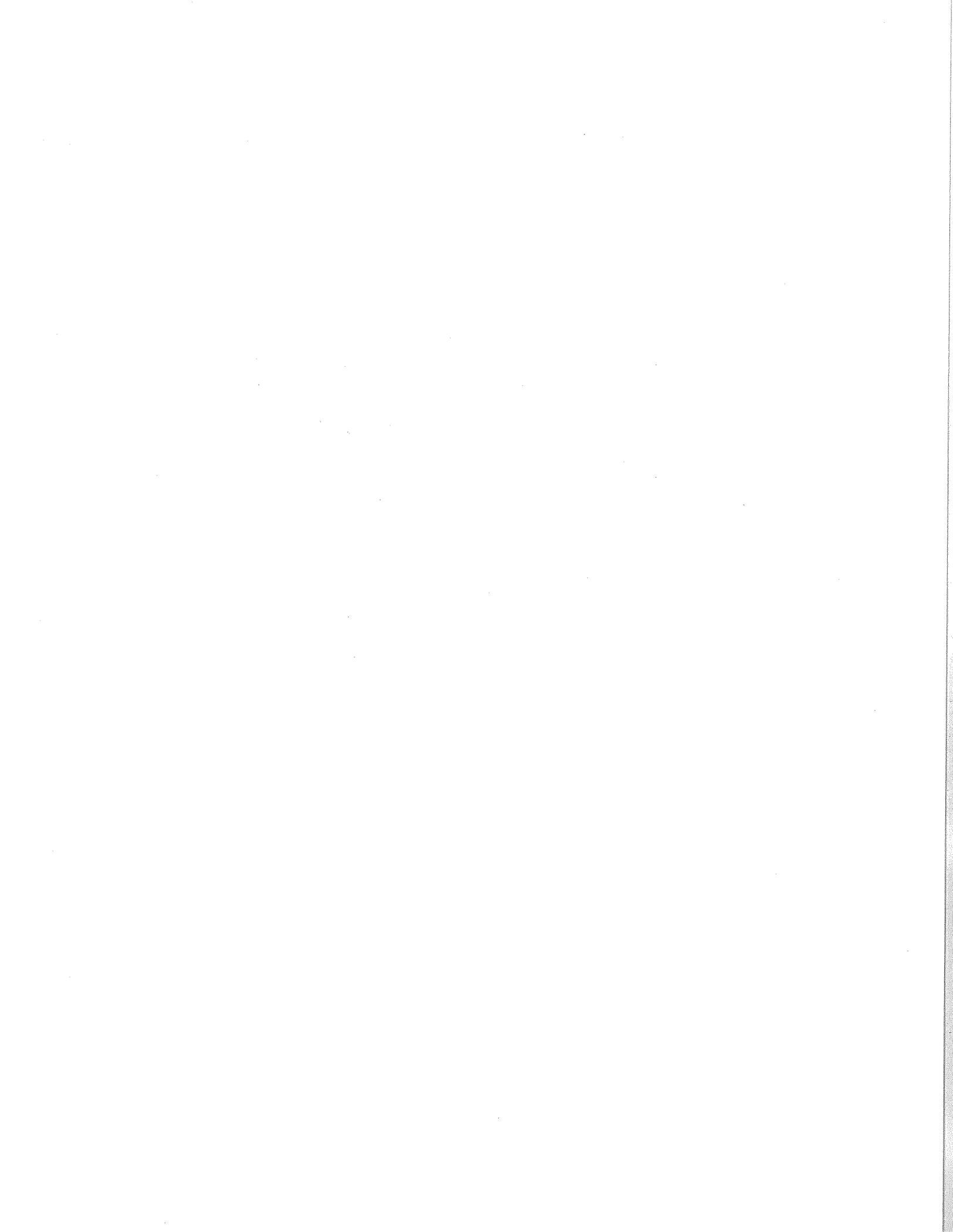
The need to delineate prime or priority areas for both scenic and recreational acquisition and development became obvious early during initial resource analysis. In order to provide a framework within which an objective evaluation could be made, a rating scale for both scenery and recreation resources was established. Quality evaluations, being personal and subjective, were carefully avoided. For scenery, distance and variety were the principal inputs with eyesores carrying a negative value. For recreation, site size and variety of recreational activities carried positive value, with hazards making a negative input. The maximum scale for each totaled 10 points. Due to the distance of views within the canyon only .2 of a mile rated the maximum value, with the average score totaling 2.7 points per mile.

No areas of maximum value for recreation were noted; however, .8 of a mile was rated 6-8 at the rest area location. The per-mile average for recreation value was 1.5, clearly establishing the route as primarily of scenic rather than recreational value. A combination of both scores resulted in an average rating per mile of 3.9.

Route Mile	Computed Scenic Value	Computed Recreational Value	Combined Scenic-Recreational Value	Priority	Mile	Priority Score
1	1.2	2.6	3.8	1	13	10.2
2	2.0	5.0	7.0	2	12	9.6
3	2.8		2.8	3	15	8.0
4	2.5		2.5	4	16	7.7
5	4.0		4.0	5	25	7.4
6	1.7		1.7	6	2	7.0
7	1.6		1.6	7	24	5.7
8	1.0		1.0	8	10	4.2
9	1.3	2.0	3.3	9	22	4.2
10	2.2	2.2	4.2	10	5	4.0
11	1.7	1.0	2.7	11	17	4.0
12	1.6	8.0	9.6	12	1	3.8
13	2.2	8.0	10.2	13	9	3.3
14	2.8		2.8	14	18	3.0
15	3.0	5.0	8.0	15	23	3.0
16	2.7	5.0	7.7	16	14	2.8
17	4.0		4.0	17	3	2.8
18	3.0		3.0	18	11	2.7
19	1.5		1.5	19	21	2.5
20	1.8		1.8	20	4	2.5
21	2.5		2.5	21	20	1.8
22	4.2		4.2	22	6	1.7
23	3.0		3.0	23	7	1.6
24	5.7		5.7	24	19	1.5
25	7.4		7.4	25	8	1.0
Average Per Mile	2.696	1.544	3.880			

MILE RATING CHART

PRIORITY RATING



PROPOSED STANDARDS

To insure development and use that complements and increases user appreciation of the various natural qualities of the Scenic and Recreational Highway Corridor, the following standards are proposed:

The Primary Route Resource shall be determined. It shall be the one outstanding quality of the highway corridor around which a development program can be structured. In the case of the Yakima Canyon, this outstanding quality is the substantially unmarred scenic splendor of the canyon.

Secondary Route Resources shall also be determined. Development of these will make possible activities which complement and enhance the primary route resource.

Secondary Route Resource development shall be based upon determined priorities and:

1. the availability and compatibility of secondary resource development with the primary resource.
2. the safety of use by the general public.
3. shall be limited to those resources which are naturally available.

Fish, game birds, and topography suitable for camping and hiking are examples of Secondary Route Resources found in the Yakima Canyon.

In areas of intensive use, right-of-way shall be purchased in fee simple. Where feasible, lands necessary to preserve the qualities of the Primary Route Resource shall either be purchased in fee simple or development rights acquired.

The State Parks and Recreation Commission shall supply only activities that are out-of-doors and non-urban in character.

Consideration should be given to include Scenic and Recreational Highways under the Highway Advertising Control Act, RCW 47.42.

Where feasible on Scenic and Recreational Highways maximum speeds shall be established to allow a more leisurely trip for the user to enjoy the scenic values inherent in the route.

In areas where the maximum speed limit is above 45 mph major stopping points with off-highway parking, toilet and picnic facilities will be located at 30 mile intervals; in areas where the speed limit is 45 mph or less, these major stopping points shall be spaced at 15 mile intervals.

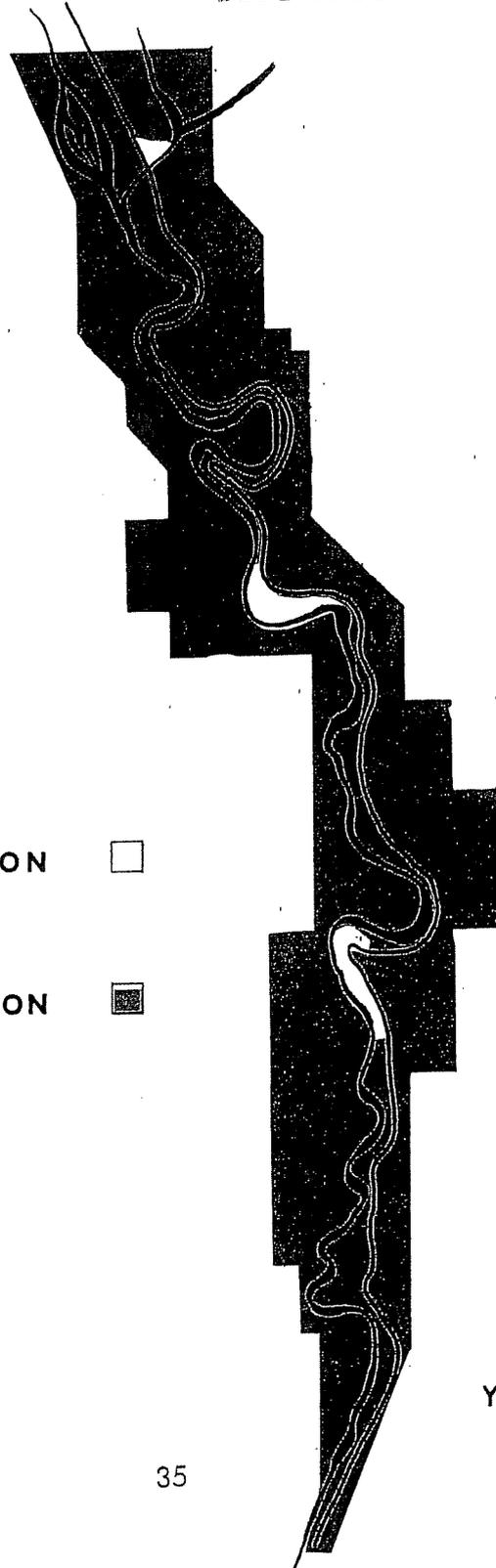
Regrading of highway construction scars, selective planting and/or thinning of native trees and shrubs, and improvements in the aesthetic qualities of functionally required structures and materials, shall be undertaken to increase the satisfaction of the pleasure driving experience.

Highway shoulders shall be widened where feasible and scenic turnouts provided at all vista points to maximize user appreciation of route resources.

PROPOSED ACQUISITION

YAKIMA RIVER CANYON

ELLENSBURG



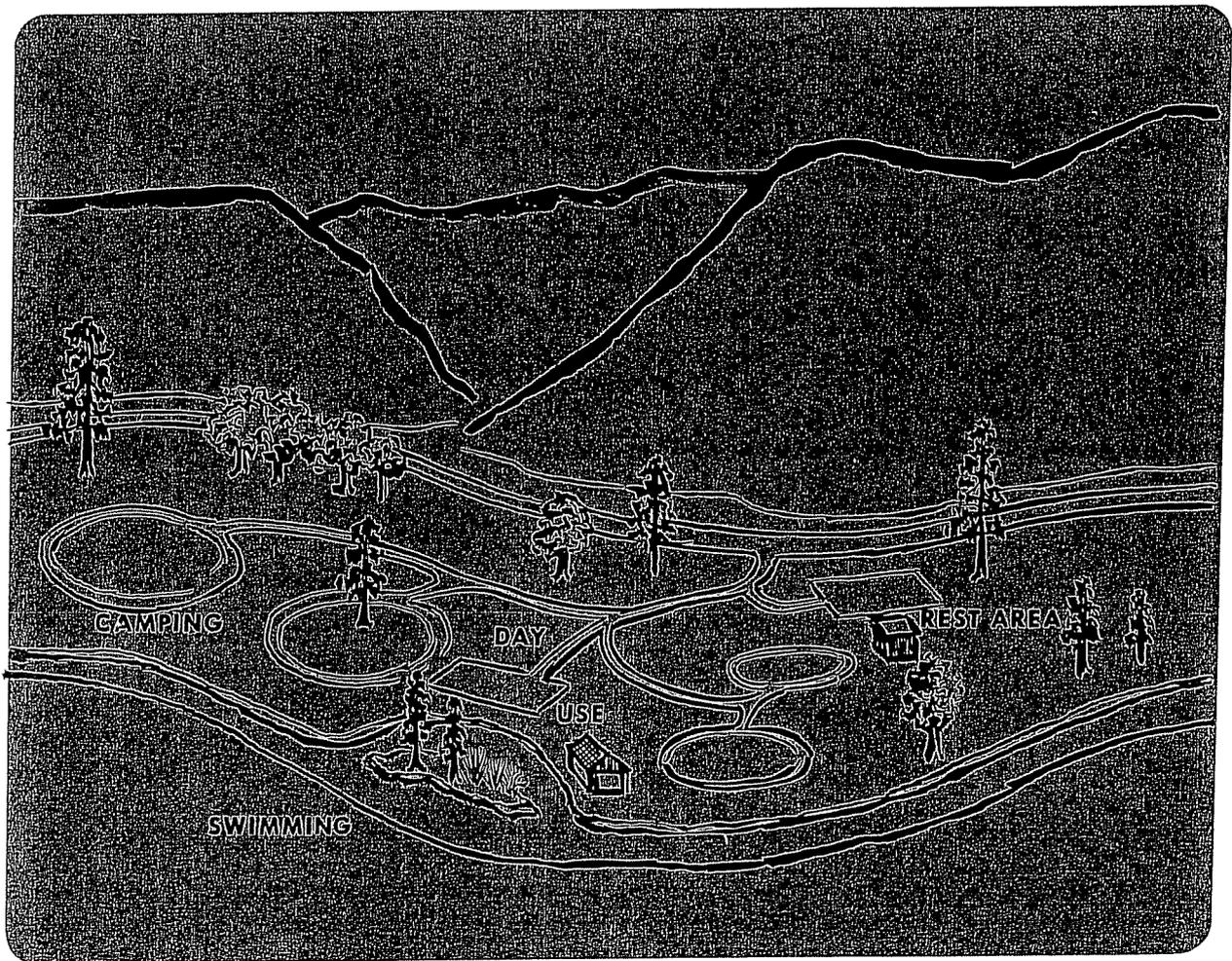
FEE SIMPLE ACQUISITION

DEVELOPMENT RIGHTS
ACQUISITION

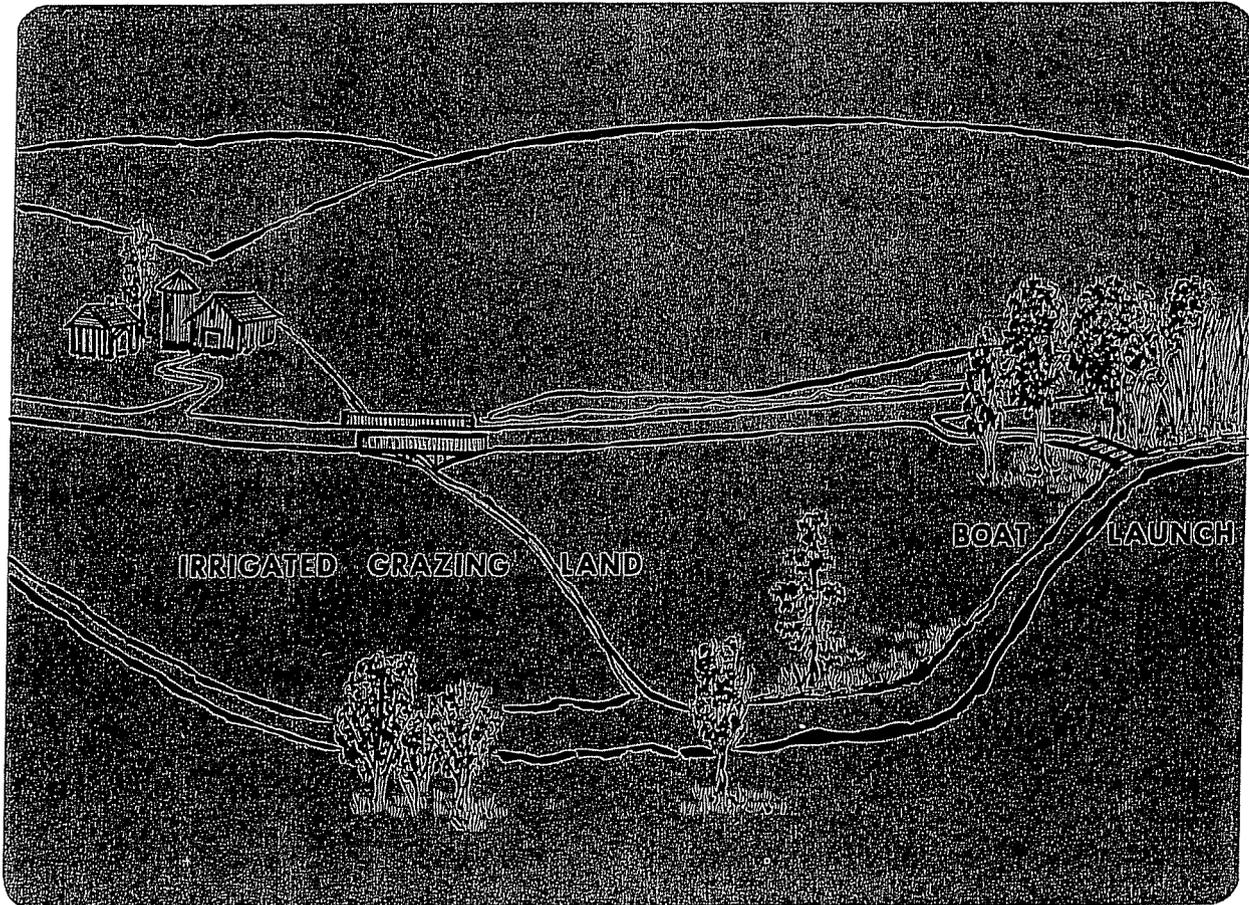
YAKIMA

YAKIMA CANYON REST AREA

Joint Highway and Parks Commission development of the rest area with its attendant picnic facilities, the swimming and day-use area, and the overnight camping facilities would provide the major development within the canyon. Informational signs adjacent to the rest area would bring to the visitor's attention other nearby attractions.



SQUAW CREEK AREA

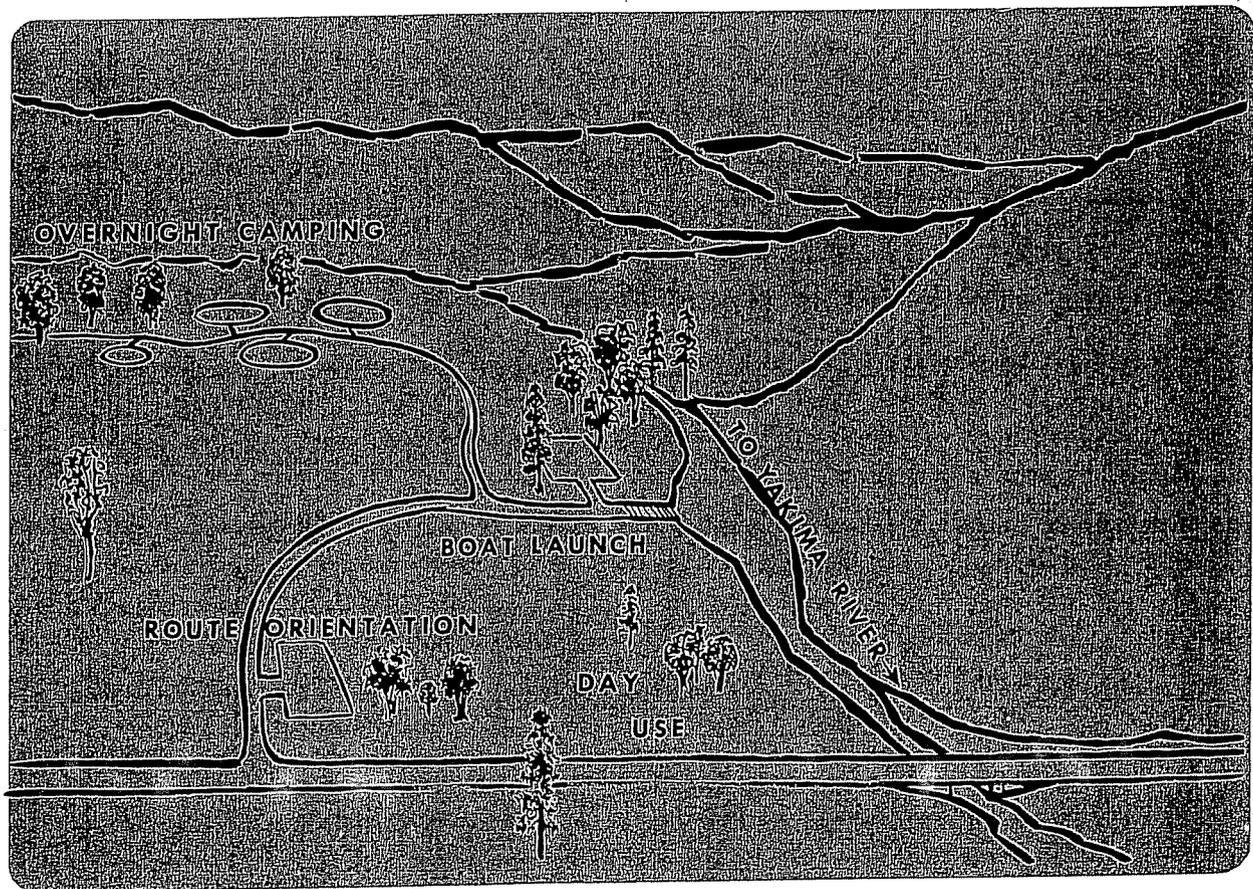


The 50 acre flat at the terminus of Squaw Creek represents the best development potential within the canyon. However, the current land use as a cattle ranch adds greatly to the pastoral qualities of the route.

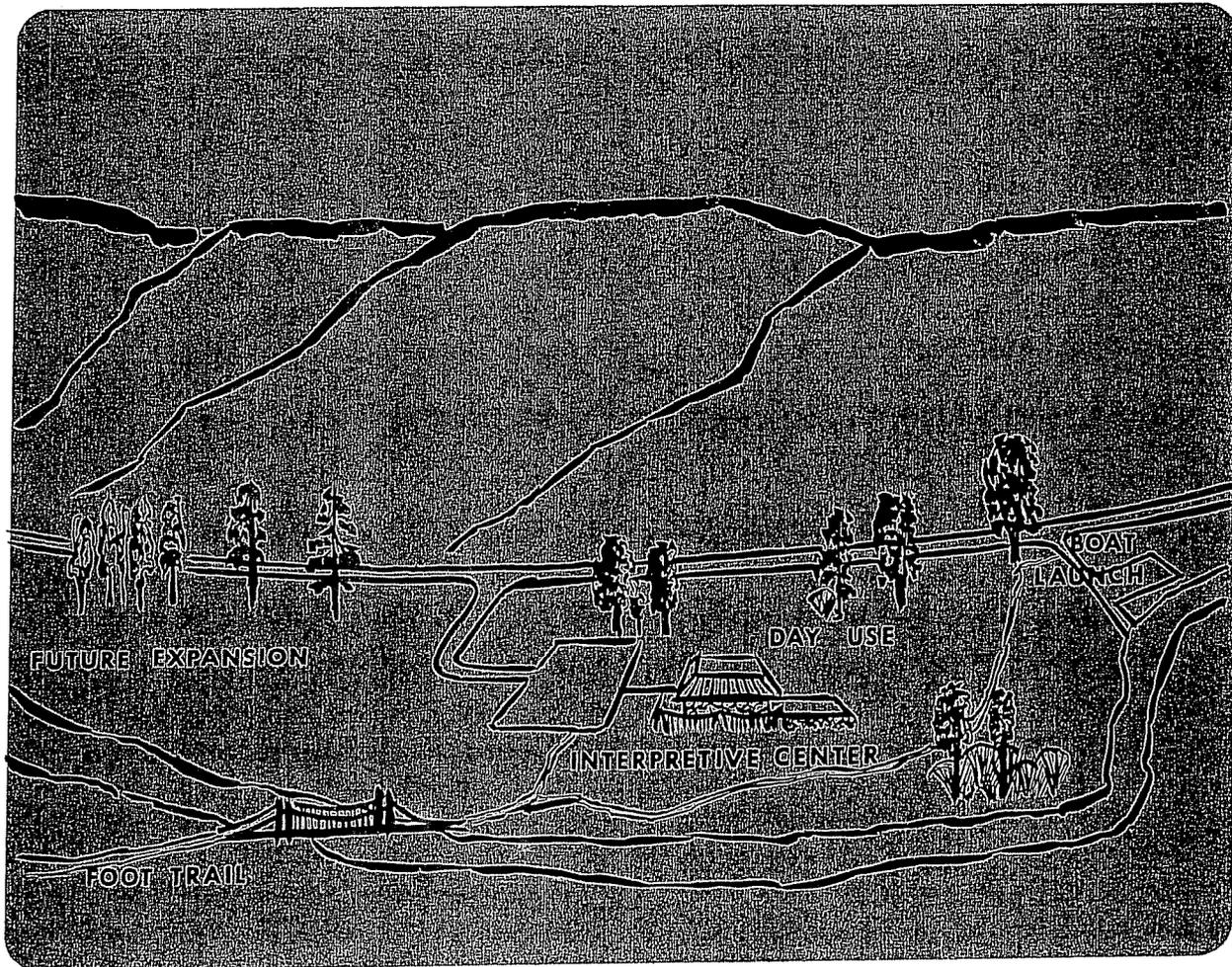
It is, therefore, recommended that only development rights of the land be purchased at the present time. If at any time in the future, the use of the land were to change, it should be purchased in fee simple and developed.

WILSON CREEK RECREATIONAL AREA

Wilson Creek Recreational Area, with its interpretive center, would give to the pleasure driver an insight into the scenic beauty of the Yakima River Canyon. For the boat or canoe enthusiast Wilson Creek launch area would offer the beginning of an enjoyable trip down the Yakima River to Roza Dam. To the tourist wishing to extend his stay in the area longer than just a few minutes, there would be picnic facilities. For an overnight stay, camping sites would also be available at Wilson Creek.



UMTANUM CREEK DAY USE AREA



Umtanum Creek Day Use Area would offer the canyon visitor parking, restrooms, picnic tables, shelters, a boat launching area and an interpretive center. River access to both sides of the river would be available via a footbridge. A hiking trail up Umtanum Creek to the pioneer Durr Road, approximately two miles west of the river, would be provided for the ardent hiker. In the Umtanum Creek Canyon the visitor can leisurely view portions of the lava flows that covered the entire Columbia Basin.

PRIMARY ROUTE QUALITY

SCENIC BEAUTY—THE CANYON CORRIDOR

The Proposed Minimum Program

The minimum program development is oriented toward increasing the highway users visual awareness of the canyon. The program consists of signing to identify the route and to orient the route user, shoulder widening to provide turnouts and rest area development to provide a more complete highway facility.

The Proposed Extended Program

The proposed extended program supplements the minimum program by affording the route user an opportunity to extend his visit to the canyon beyond the normal day's outing through the development of overnight campgrounds. In addition to enhancing the route visitor's recreational experience, the development of an aesthetic qualities protection plan will insure a permanently desirable recreation area. Effectuation of this concept involves the construction of active recreational areas and conserving existing land use through acquisition.

The Proposed Optimum Program

The proposed optimum program for the Scenic and Recreational Highway envisions full utilization of all potential recreational features which include archeological, geological, and ecological phenomena as well as conventional recreational pursuits.

OTHER ROUTE RESOURCES

In addition to the canyon's scenic beauty, the area can provide many associated recreational activities worthy of development. These activities are classified and phased for development as follows:

PLEASURE DRIVING—THE HIGHWAY FACILITY

Minimum Program

Following the previously established concept of providing for more pleasurable recreational driving during the minimum program, the aesthetics of the driving experience should be improved by use of selective tree planting, seeding of barren areas, and by development of a safety rest area including restrooms, and shaded picnicking areas.

Extended Program

The extended program offers to route users the opportunity of expanding the pleasure drive through the canyon to include active recreational activities. To implement this program, viewpoints with trails are proposed along with additional shoulder widening and slope flattening to encourage users to partake first hand of the scenic splendors.

Optimum Program

Final development consists of raising aesthetic qualities to the highest feasible level. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.

PICNICKING

Minimum Program

Picnicking within the safety rest area is planned within the minimum program phase.

Extended Program

To meet the demand for additional picnicking facilities, three additional areas are proposed for development within the extended program.

Optimum Program

Additional picnic facilities are planned in conjunction with the overnight campgrounds to be developed during the optimum program phase.

OVERNIGHT CAMPING

Minimum Program

The canyon is currently being used for overnight camping. While no curtailment of this activity is envisioned, no developed campsites are proposed.

Extended Program

Research indicates a critical shortage of overnight camping facilities within this region of the state. The lands within the Yakima Canyon present a potential for development that can go a long way toward relieving this shortage of camping sites. Development programmed for the extended phase includes complete development of a major overnight campground with associated picnicking and other day-use facilities.

Optimum Program

To further meet demand, a second major overnight camping area and related facilities are planned for optimum program development.

SWIMMING**Minimum Program**

Portions of the Roza Pond are currently being used for swimming and no development for this activity is planned during the minimum program.

Extended Program

Since the river is not safe for swimming, a specially constructed site is planned within the rest area complex to provide swimming and bathing beach facilities.

Optimum Program

No further development of the swimming resource is planned.

CANOEING AND BOATING**Minimum Program**

No additional development is planned for canoeing and boating during the minimum program.

Extended Program

One of the significant active recreational potentials within the Scenic and Recreational corridor is use of the river for canoeing and boating. The extended program provides facilities for float trips from Wilson Creek area south to Roza Pond. A campsite, accessible only by boat, is also planned.

Optimum Program

The canoeing and boating potential will be fully developed during the extended program.

FISHING

Minimum Program

The Yakima River is currently being heavily fished. No further development is planned during the minimum program.

Extended Program

To fully maximize the fishing potential and meet the increasing fishing demand, additional river access points and a trail paralleling portions of the river are planned.

Optimum Program

No further development of the fishing resource is planned.

HUNTING

Minimum Program

Hunting is currently a popular recreational activity within the canyon. No development is planned during the minimum program.

Extended Program

The proposed development would provide additional hunting opportunity by construction of a footbridge across the Yakima River in the vicinity of Roza Creek. This bridge would permit entry to the thousands of acres of hunting lands not now accessible from the highway.

Optimum Program

No further development of the hunting resource is planned.

HIKING

Minimum Program

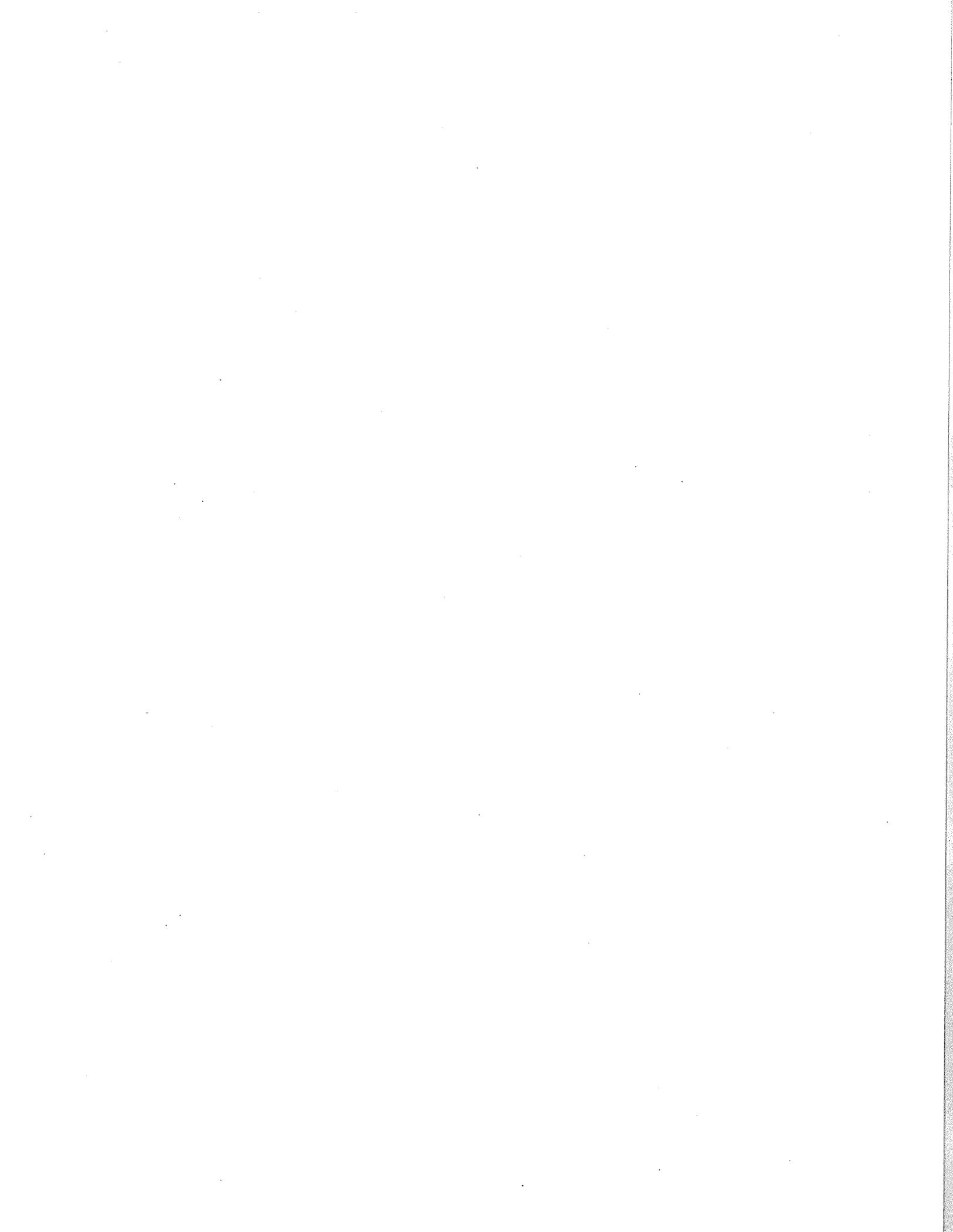
The corridor presently accommodates some hiking activity and no development of hiking facilities is planned during the minimum program.

Extended Program

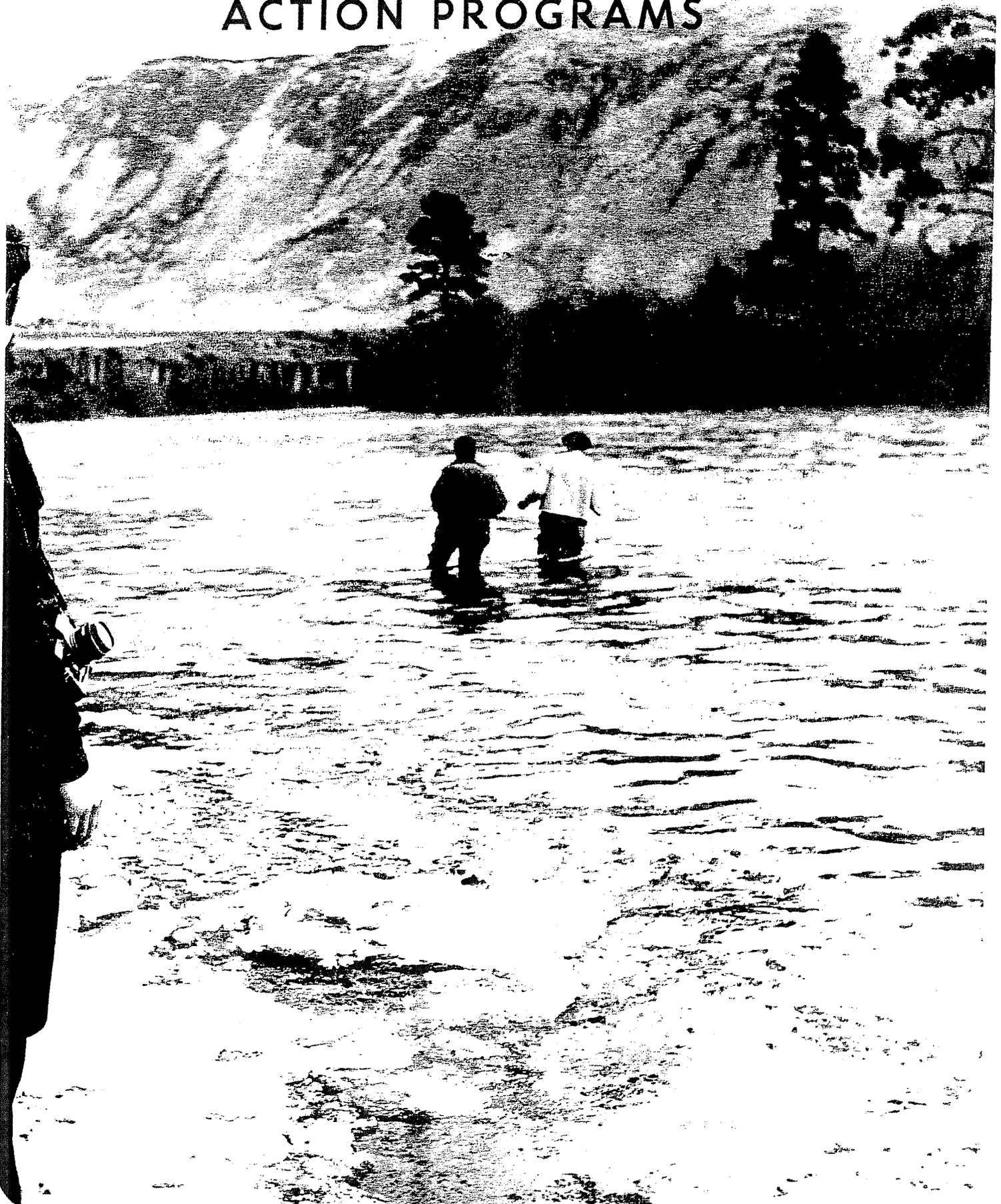
Hiking for pleasure is increasing rapidly in popularity. During extended phase development, several miles of trails are proposed to be constructed, providing the opportunity for interesting hikes along the river and up small secondary canyons etched by tributary streams.

Optimum Program

No further development of hiking facilities is planned.



CHAPTER FOUR— ACTION PROGRAMS



MINIMUM PROGRAM

Development of the following programs will be governed by the availability of funds. All of, or portions of, one or more programs may be completed during several biennial periods.

	Agency Responsibility	
	Highway Commission	State Parks & Rec- reation Commission
Removal and prohibition of billboards in accordance with 1961 Highway Advertising Control Act	*	
Signing—Entrance and orientation (to include shoulder widening)	\$ 12,000	\$ 10,000
Reduction of maximum speed to 45 mph with appropriate signing	*	
Selective tree planting	4,000	6,000
Construction of Yakima Canyon rest area	100,000	
	\$116,000	\$ 16,000
Contingencies	23,200	3,200
	\$139,200	\$ 19,200
Total	\$139,200	\$ 19,200

*No cost figures available.

EXTENDED PROGRAM

	Agency Responsibility	
	Highway Commission	State Parks & Rec- reation Commission
1. Acquire and develop Wilson Creek		\$170,000*
2. Construct camping and swimming area at Yakima River Rest Area		75,000
3. Roza Creek Footbridge and parking	\$ 5,000	
4. Acquire and develop Roza Viewpoint and acquire lands adjoining rest area	25,000*	
5. Acquire and develop Umtanum Area		120,000*
6. Acquire in fee title lands occurring in the canyon bottom which are not now publicly owned. (Excluding R.R. right- of-way)		*
7. Boaters Camp		8,000
	\$ 30,000	373,000
Contingencies 20%	6,000	74,600
Total	\$ 36,000	447,600

*Acquisition costs not estimated for this report

OPTIMUM PROGRAM

	Agency Responsibility	
	Highway Commission	State Parks & Rec- reation Commission
Acquire development rights for entire vis- ual basin		*
Complete development of all recreational areas		\$500,000
Reconstruct existing highway structures, such as guardrails and signs, with de- signs more compatible to the route.	\$150,000	
Shoulder widening and slope flattening, regrading and daylighting	100,000	
Comprehensive signing	20,000	
Construct Umtanum interpretive center		\$130,000
	\$270,000	\$630,000
Contingencies	54,000	126,000
Total	\$324,000	\$756,000

*Acquisition costs not estimated for this report.

CHAPTER FIVE— RECOMMENDATIONS FOR FURTHER STUDY



NEED FOR FURTHER RESEARCH

Further research and consultation must yet be carried out in the following areas of concern prior to development of the resource:

Precise information is presently being compiled by Washington State University which will provide insight into the Archeological history of the area.

A more detailed Geological survey should be undertaken prior to installation of interpretive signing.

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Credits:

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Photography By: C. C. Miller, Jr., State Parks and Recreation Commission.

Research: Washington State Library Reader's Service.

Washington State Department of Game.

State Planning and Community Affairs Agency.

