# Swift Water Corridor

# V i s i o n

## From Ellensburg to Salmon La Sac

Window to the Past...

...Vision for the Future

otak

**July 1997**

The snow is on the mountain,
the wind is on the plain,
The rider goes a-riding,
over the hills again.

Into the distant sunset,
into the golden West,
Old trails are not forgotten,
for here he finds his rest.

*A poem presumably written by Clareta Olmstead Smith, printed on the last page of her book Campfires in the Valley. Clareta, who wrote the book, and her sister, Leta May Smith, who provided illustrations, were granddaughters of Samuel B. Olmstead, and their family was one of the first to homestead in the Kittitas Valley.*

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# Executive Summary

## Corridor Description

The Swift Water Corridor extends between Ellensburg, at the southeast end, and Salmon La Sac, at the northwest end, over a total distance of approximately 42 miles. It includes all areas visible from the roadway, as well as recreational sites, tourism attractions, and other points of interest that are either directly accessible from the corridor or located within a short drive. The following roadways are included in the corridor vision area:

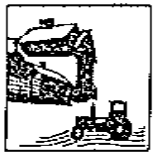
- SR 10 from the junction of US 97 (near the west Ellensburg I-90 interchange) to the Teanaway Junction with SR 970 (state highway)
- SR 970 between the SR 10/Teanaway Junction and the east Cle Elum interchange (state highway)
- SR 903 from the end of SR 970 at the east Cle Elum interchange, through Cle Elum and Roslyn, to north of Ronald where the state highway ends (state highway)
- Salmon La Sac Road from the end of SR 903, northwest along Lake Cle Elum, to Salmon La Sac Campground (county road)

The corridor also includes three spur roads:

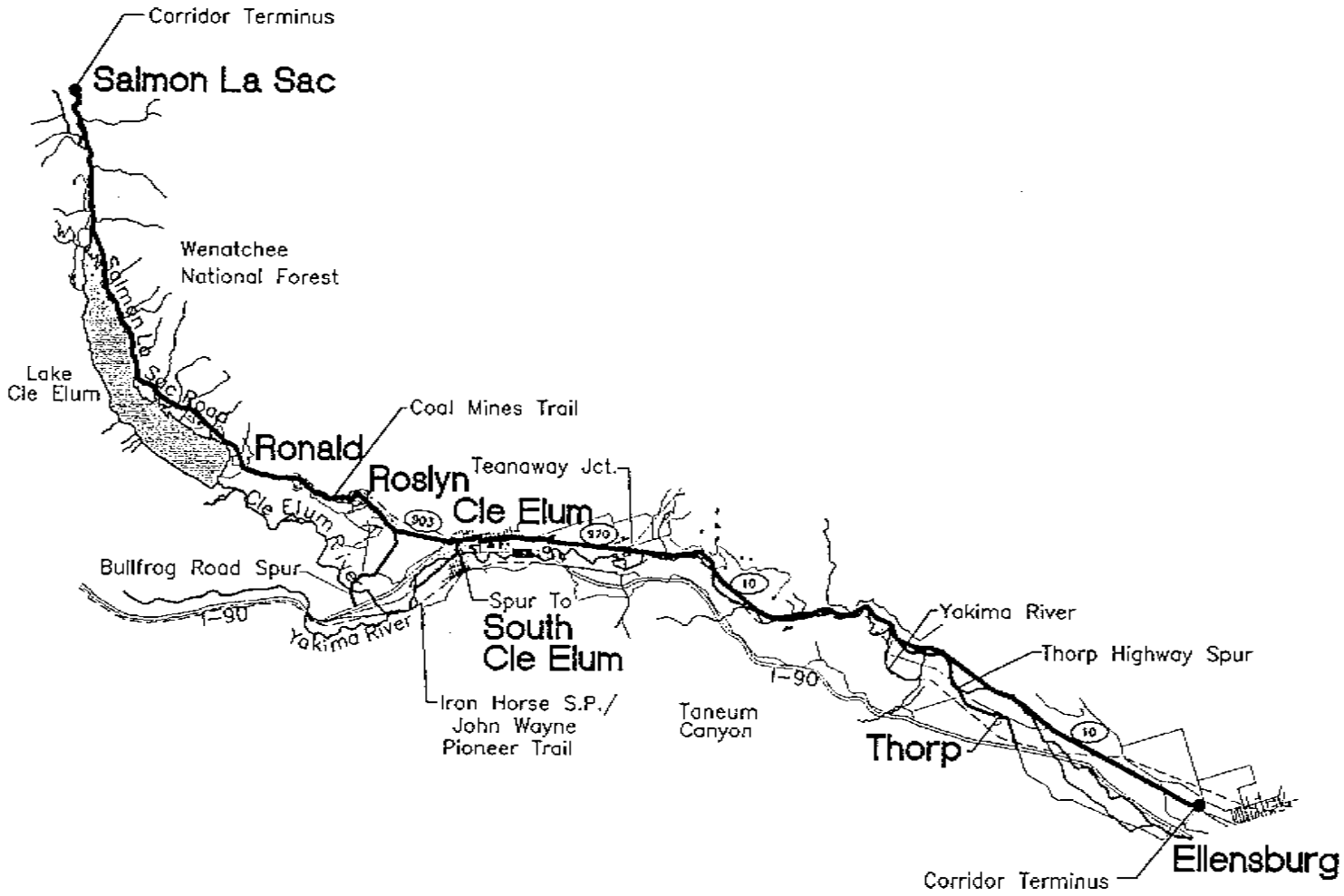
- North Thorp Highway between SR 10 and I-90 (county road)
- 1st Street in Cle Elum and South Cle Elum Way from SR 903 through South Cle Elum to the Iron Horse State Park trailhead (city streets)
- Bullfrog Road between SR 903 (near Roslyn) and I-90 (county road)

The SR 10 segment is the only portion of the corridor currently designated as a State Scenic and Recreational Highway. The map on the following page shows the limits of the Swift Water Corridor.

**"Swift Water"** is the English translation of the Native American term "Cle Elum." Cle Elum is used as a placename for two water bodies in the corridor (Lake Cle Elum and the Cle Elum River) and a town located in the central portion of the corridor. "Swift Water" was chosen as the name of the corridor, because water is a common element throughout the entire 42-mile length of the corridor. There are a diversity of landscapes and settings throughout the corridor, but water is a common, unifying feature. From the upper reach of the Cle Elum River, to the serenity of Lake Cle Elum, and further southeast to the Yakima River, water is a sustaining resource for recreation and agriculture throughout the valley.



## Overall Map of the Corridor



*View From Salmon La Sac Road Toward Lake Cle Elum*

## A Typical Drive Through the Swift Water Corridor

A typical drive through the Swift Water Corridor can start from either end, or from several points in between. The drive described here begins at the Salmon La Sac Campground at the end of Salmon La Sac Road, the northwestern terminus of the corridor. You can drive the corridor year-round and spectacular scenery is visible in every season. This typical drive takes place in late spring.

Salmon La Sac Campground serves as a starting point for numerous roads and trails leading into the surrounding national forest lands and the Alpine Lakes Wilderness to the north. As you travel to the southeast on Salmon La Sac Road, you cross the checkerboard land ownerships of the Wenatchee National Forest, Plum Creek Timber Company, and other landowners. The forested hills along either side of Lake Cle Elum, between Cle Elum Ridge and Easton Ridge, create the perfect foreground for the alpine peaks in the distance. As you drive along the lake, catching glimpses of clear, sparkling water, you can almost visualize the camps of the Native Americans who used the corridor for seasonal hunting, fishing, and food gathering. Historic maps indicate that the trail they followed through the corridor is located underneath the present day road.

As the county road becomes SR 903, the evidence of historic mining activities and railroad settlements becomes more apparent. You cross the site of the Coal Mines Trail, which is located over an old railroad grade and serves as a link between the towns of the area. You enter the historic towns of Ronald and Roslyn and feel as though you've gone back in time to over a century ago due to the well preserved vernacular architecture of several structures that are well over 100 years old. Local citizens eagerly offer the stories of last century; the stories of their families who came to work in the mines and on the railroads; the stories of the television stars who walked their streets during the filming of the movie "The Runner Stumbles" and the television series "Northern Exposure;" and the stories of today about how everything is changing, while at the same time everything is staying the same.

Once you leave Roslyn, you continue to travel along SR 903 toward the town of Cle Elum. Two spur roads leave the main corridor in this area and offer access to even more unique and interesting experiences. Bullfrog Road junctions off of SR 903 to the southwest and across the Cle Elum River to I-90. Near this area (known as Bullfrog Flats), the Cle Elum River flows into the Yakima River. South Cle Elum Way, the second spur extending from the main corridor, provides access through the town to the new Bonneville Power Administration Fish Hatchery and Interpretive Center, as well as the Iron Horse State Park/ John Wayne Pioneer Trailhead at the south end of town.

Once you travel back to the main corridor, a journey down the main street of Cle Elum comes next. The broad streets convey a sense of openness in the town and again, the architecture of the homes and buildings reminisces with the past. Yet, Cle Elum has a more modern look than Roslyn, with more commercial buildings, restaurants, hotels, and shops. At the east interchange in Cle Elum, SR 903 becomes SR 970 as you leave the town and travel across flat, open lands to the intersection with SR 10 at the Teanaway Junction. Just past the junction, there is an incredible vista of the Stuart Mountain Range back toward the west. The meadows and wetlands along this stretch of the corridor, as you travel towards Bristol Flat, provide even more chances to enjoy the diverse beauty of the unique natural surroundings.

Continuing on SR 10, the corridor enters a canyon, where the road hugs the hillside and travels alongside the meandering Yakima River. The road rises and falls within the canyon walls from points far above the river to points that are nearly level with the water. Every once in awhile, you enter a small valley or flat area, and the stark, rocky earth tones of the canyon walls are softened by the green hues of the grasses of the surrounding meadows, prairies, and wildflowers. Perhaps the most scenic viewpoint found along the corridor is located just to the west of the North Thorp Highway intersection. At this point, the river makes a "horseshoe" bend and vertical rock outcrops appear as "chimney-looking" formations within the bend. The serene setting, together with the blues of the water and greens of the panoramic landscape, create a feast for the eyes.

Taking the North Thorp Highway turnoff, you travel across the Yakima River, through the hamlet of Thorp. This community depends heavily on the agricultural industry and the water from the Yakima River Valley to nourish its crops, including the fields of Timothy Hay, known throughout the world for its quality. The Thorp Grist Mill has been well-cared for by the community and provides a precious piece of the story of the corridor's heritage. You can continue on the North Thorp Highway to I-90, or turn back and travel to Ellensburg along the remaining section of SR 10 until it meets US 97 near the

I-90 interchange on the western edge of the City of Ellensburg. Remnants of past irrigation flumes and structures, as well as present diversions and pumping operations along this stretch of the corridor remind us of the importance of water to the region. As you progress toward Ellensburg, you learn of numerous cultural opportunities and events offered here, such as art galleries, theaters, the Kittitas County Historical Museum, Central Washington University, the historic downtown district, and the annual Ellensburg Rodeo. There are many references to the "old west" throughout the city, including the hitching posts on the sidewalks in the central part of town.

A drive through the corridor provides a grand experience. You are able to make an immediate visual connection between the diverse physical features along the corridor and its rich history and culture, as well as its abundant recreation opportunities. Important natural resources have made, and continue to make, the Swift Water Corridor a unique and wonderful place. This tie between the natural resources of the corridor and human activities that have occurred over the years represents a common theme that unites the diverse intrinsic qualities found along the corridor.

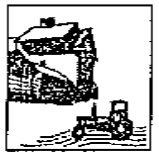
## Contents of the Vision

The Vision has been written to address the corridor management plan criteria established by the Federal Highway Administration (FHWA) for scenic byways. Even if scenic byway designation is not pursued for the corridor, structuring the Vision to address the FHWA criteria is "good planning," because the FHWA criteria is comprehensive and provides guidance for describing and analyzing a broad spectrum of conditions.

The *Community Guide to Planning and Managing a Scenic Byway,* an FHWA publication, was closely followed for the Swift Water Corridor planning process. This guide recommends a planning approach that is driven by community process, resulting in a final product that successfully identifies the community's vision and provides suggestions for making the vision a reality. The guide outlines the 14 elements to be addressed by corridor management plans.

The Swift Water Corridor Vision contains the following sections, which have been specifically written to address the 14 criteria. (For a list of criteria, refer to the Next Steps section of this document.)

- Vision statement and goals for the future of the Swift Water Corridor



- Description of existing conditions and intrinsic qualities of the corridor (including natural elements such as water, topography, geology and vegetation; prehistoric and historic features; cultural events; recreational opportunities; and scenic qualities)

- Overview of issues and considerations related to the corridor

- Action Plan outlining recommended strategies, programs and projects that when implemented will help to make the Vision a reality

- Description of benefits related to the proposed actions

- Recommended interpretive program for the corridor

- Important design considerations that affect future project implementation

- Recommendations for ongoing corridor planning and management activities, including information about pursuing scenic byway designations and a list of potential funding sources

*A Note About the Vision Format*

For purposes of clarity and readability, the written descriptions, mapping and suggested strategies and projects in this Vision are organized from the northwestern end of the corridor (Salmon La Sac) to the southeastern end (Ellensburg). However, you can access the main corridor and spurs from many locations between these two endpoints and travel in either direction you choose.

## What is the Purpose of the Vision, and How was it Created?

The *Swift Water Corridor Vision* is a corridor management plan prepared for the purpose of identifying unique and special features within the corridor and assessing eligibility for different types of grants for improvements and enhancements, as well as economic development and tourism programs. This vision also provides a common foundation for the communities within the corridor to work from. The vision will help these communities to work together to initiate the recommended actions in the Action Plan.

Otak, Inc., a multi-disciplinary firm with offices in Washington and Oregon, was retained to prepare the *Swift Water Corridor Vision* after Kittitas County received a grant from the Quad County Regional

Transportation Planning Organization (RTPO) to fund the project. The Vision was prepared under the direction of a Corridor Planning Management Team (CPMT), that included citizens, agency representatives, and technical experts from throughout the corridor, including county staff and representatives from the Washington State Department of Transportation (WSDOT) and the Forest Service.

The CPMT met several times to provide insights about existing conditions and intrinsic qualities associated with the corridor, to develop the vision statement and goals, and to strategize on potential actions to enhance and sustain the corridor. A day-long tour of the corridor occurred midway through the planning process to assess potential locations for improvements and enhancement projects. General public meetings, as well as interviews of local elected officials and interested groups, were also conducted. The Background section of the Vision document provides a flow chart that illustrates the process that was conducted to develop the Vision.

At the earliest stages in the process of developing this Vision, the CPMT provided guidance about what this Vision should be and what it should not be.

*What This Vision Should Be*

- A comprehensive description of existing conditions and intrinsic qualities
- A tool that provides recommendations for specific strategies to improve, enhance, and sustain the corridor's unique intrinsic qualities and the many enjoyable experiences it offers
- A guide for solving existing problems along the corridor
- A starting point for future corridor planning, management and implementation efforts to work from — this Vision will help initiate coordination efforts and partnerships between jurisdictions and stakeholders along the corridor
- A resource for future corridor organization(s) to refer to for information about potential funding sources, coordination with stakeholders, public involvement, and project implementation processes and responsibilities
- A document that broadly and generally addresses a diversity of interests throughout the corridor. This Vision is a planning document, not a technical study or detailed report.

*What This Vision Should Not Be*

This Vision is ***not*** intended to be a plan that creates additional management policies, regulations, or restrictions on private property, beyond those that already exist under federal, state, regional and local plans and regulations. ***This Vision is not a mandate; it is a recommendation.***

## Excerpt from the Swift Water Corridor Vision Statement

(Refer to the Background section of the Vision for the full vision statement and goals.)

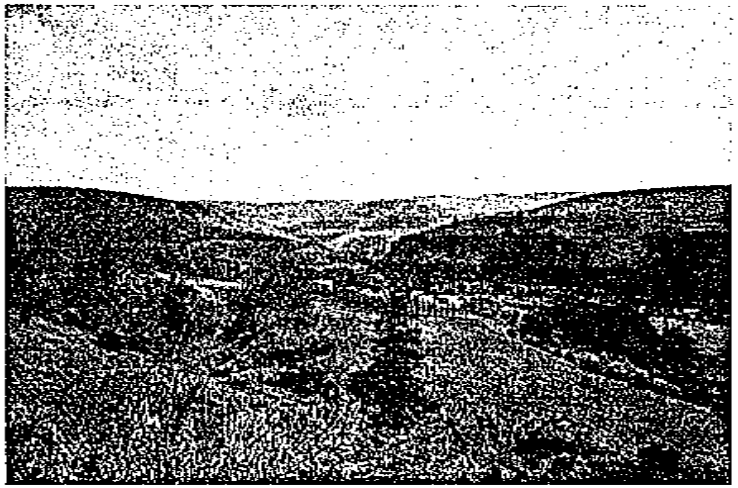
Within the Swift Water Corridor, there are diverse landscapes and vistas, including lush forested hillsides in the northern portion of the corridor; scenic glimpses of the Cle Elum River, Lake Cle Elum, and the Yakima River; spectacular views of the Stuart Mountain Range and other alpine peaks; charming historic towns such as Thorp, Cle Elum, South Cle Elum, Roslyn and Ronald; unique geologic outcrops; and vast agricultural fields and open skies in the southern portion of the corridor. The rich cultural heritage of Kittitas Valley is reflected in the character of the local communities including the settlement patterns of the towns along the corridor. Prehistoric and historic Native American activities, early pioneers with diverse ethnic heritage, railroad development, coal mining, timber harvesting and production, and agriculture have all influenced the present day culture and character of the communities in the corridor. Many festivals and celebrations are held annually to commemorate the area's intriguing past, as well as its promising future. Recreational opportunities are abundant. Rafting, boating, fishing, hiking, horseback riding, hunting, camping, bicycling, cross-country skiing, snowmobiling, and auto touring represent some of the more common recreational activities taking place throughout the corridor. The Yakima River is ***the*** "blue ribbon" fly-fishing stream in Washington State.

The corridor provides economic opportunities to the surrounding communities as a destination tourist route, and these opportunities should be expanded with future improvements. Tourism and associated economic benefits should be encouraged, while preserving private property rights and minimizing impacts to rural life-styles, agricultural operations, and natural resources. The unique and special qualities of the corridor should be highlighted, enhanced and shared with tourists, travelers, and recreationists, as well as residents and students from the region, through informational, educational, and interpretive programs and facilities. These efforts should be designed to enrich the experiences of corridor users, promote a sense of stewardship, and preserve the integrity of the corridor by providing important

information about responsible conduct and educating users about various sensitive elements within the corridor. The corridor should be sustained as an effective multipurpose intermodal transportation system by maintaining and enhancing safety, capacity, and access.

## Summary of the Unique Qualities of the Corridor

Existing conditions and intrinsic qualities are thoroughly described later in this Vision document. Swift Water Corridor possesses many unique qualities and characteristics that represent all six of the intrinsic quality categories recognized by the FHWA for scenic byway planning: natural, archaeological, historic, cultural, recreational, and scenic. A matrix provided in this Vision describes in detail the many elements of the corridor that fit within these categories. The unique qualities of the corridor are briefly summarized below.



*View From SR 10 Canyon Toward Yakima River Valley*

- Beautiful and interesting scenery influenced by the diversity of landscapes and settings along the corridor, such as forested hillsides, charming towns, alpine vistas, geologic formations, picturesque meadows and pastures, seasonal colors, and rugged canyon walls

- Plentiful wildlife viewing opportunities

- Exceptionally rich historic and cultural influences
  - Prehistoric and historic Native American activities in the region, resulting in the place names of several towns and features along the corridor
  - Mining and railroad development influences on town settlement patterns and ethnic diversity
  - Early frontier explorers and pioneer settlement in the valley that later resulted in development of sophisticated irrigation systems and the agricultural industry as a mainstay

- Abundant year-round recreation opportunities (see vision statement excerpt)

- Many annual events and festivals that attract visitors from throughout the state as well as from other parts of the country

## Recommended Overall Strategies for the Swift Water Corridor

A few of the important strategies for ongoing corridor planning and management recommended in the Vision are summarized below.

- Coordinate with local jurisdictions and community representatives on planning efforts to minimize affects on intrinsic qualities and unique aspects of the corridor
- Participate and coordinate with other current planning efforts taking place throughout the corridor
- Support and sponsor community and youth projects and programs related to the corridor
- Create and implement a corridor interpretive program
- Provide directional signs throughout the corridor to assist with way-finding
- Implement new and support existing roadside and river cleanup programs
- Organize new tours or promote corridor opportunities as part of existing touring programs
- Support and sponsor arts and cultural programs and events

## Suggested Area and Site Specific Strategies and Projects

The area and site specific strategies and projects listed below have been recommended as "high priorities" by the Vision. These strategies and projects are described conceptually and mapped in the Action Plan section.

Projects and strategies identified as "high priorities" were considered by community representatives to be the most important actions to be accomplished of all those listed in the Action Plan. As future conditions change, it may be necessary to reprioritize the projects listed in the Action Plan, remove projects from the list, and add projects as appropriate.

The numbers listed correspond to the numbers identified in the Action Plan for each site or location specific strategy/project. Numbering begins from the northwest end of the corridor and progresses toward the southeast end of the corridor.

1 Salmon La Sac Guard Station Interior Restoration and Development Into Visitor Center/Interpretive Center

5 Signing for Bicycles on Salmon La Sac Road

6 Salmon La Sac Speed Limit Study

20 Coal Mines Trail Crossing/Intersection Improvements at Horvatt Road

21 Pedestrian Crossings, Signing, and Marking Through Roslyn

41 Bullfrog Road Improvements near Cle Elum River Bridge

42 Nonmotorized Improvements on SR 903 in Vicinity of Schools

46, 47 & 48 Downtown Cle Elum Streetscape, Interpretive, and Nonmotorized Improvements

52 Information / Visitors Center at the Railroad Wye in Cle Elum

54 Intersection Improvements at South Cle Elum Way/1st Street in Cle Elum

*Scenic Farmlands Near Ellensburg*

55, 56 57&59 South Cle Elum Way Nonmotorized and Roadway Improvements; Directional Signs to Iron Horse State Park Trailhead; Streetscape Improvements

58 Improve Access to BPA Fish Hatchery

65 Re-Open Teanaway Junction Roadside Stop

66 River Use and Safety Education Program

67 Roadway Improvements on SR 10, from SR 970 to US 97 Near I-90 Interchange

68 River Access and Recreation Site East of Teanaway River off of SR 10

72 River Access and Recreation Site at Swauk Creek

73 Formal Scenic Pull-Off at the Bend in Yakima River

75 Coordinate with Local Agricultural Stakeholders and Property Owners

76 Guardrail Improvements and Intersection Signing at North Thorp Highway

77 Study for the Need and/or Feasibility of Improvements on North Thorp Highway

81 Improve Sight Distance Conditions at Railroad Crossing and Thorp Mill on Thorp Highway

83 Roadway Improvements and Nonmotorized Facilities/Thorp Highway in the Vicinity of Thorp Grist Mill and Thorp Schools

90 Develop River Use/Safety and Irrigation Interpretive Program at Diversion Dam or Other Appropriate Location

These recommended strategies are based on community input and a conceptual level review of existing roadway conditions. Before any projects can be implemented, coordination with the responsible jurisdictions and other involved agencies and stakeholders will be necessary. Ongoing public participation and coordination with the communities involved in specific improvement projects will be essential.

The time frames described for project implementation (immediate, near term, and far term) are goals, not absolutes, and the actual schedule for implementation will be further determined as projects are more closely considered and funding options are pursued. Again, it is important to remember that the strategies and projects identified in the Action Plan are recommendations, not mandates.

Project implementation will be contingent on available funding sources and any requirements related to those funding sources. Projects potentially considered for funding through capital investment programs will be further prioritized as part of city, county, or state capital improvements programming.

Individual project sites will need to be analyzed in more detail as part of future design efforts to identify land use approval requirements, determine potential sensitive areas and required mitigation, and identify environmental permitting requirements. Geotechnical analysis, wetland delineations, wildlife habitat analysis, and other types of

studies may be required as part of project implementation.

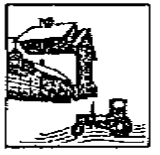
Projects will need to be designed and implemented in accordance with all local, state, and federal standards and guidelines, including the *Manual on Uniform Traffic Control Devices* (MUTCD), the Washington State Department of Transportation (WSDOT) *Design Manual*, *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway and Transportation Officials (AASHTO), the *American's With Disabilities Act* (ADA), and other requirements, as applicable.

## What Happens Next?

The Vision has been completed in final draft form, but this is really just the first step toward achieving the goals for the corridor. Next, several actions are recommended to make the Vision a reality

- Establish a formal corridor organization and set a regular meeting schedule
- Select a corridor board or leadership team; design a corridor logo; adopt planning and design guidelines; and reach consensus about next steps
- Incorporate recommended strategies and projects from the Vision into local comprehensive plans and community planning activities of the cities and towns along the corridor and Kittitas County
- Coordinate with appropriate agencies to pursue funding for projects and to manage or participate in management of design and implementation of projects
- Send out regular communications on progress of Vision goals, strategies, and projects
- Sponsor and support activities and projects that reinforce the goals of the Vision (such as stewardship programs, community cleanup events, volunteer tree-plantings, and other activities)
- Update the Vision on an annual or biannual basis, as needed

Refer to the Next Steps section for further guidance on implementing the Vision, including recommendations about expanding and coordinating a Swift Water Corridor organization, developing a public involvement program, and pursuing scenic byway designation.



# Background

## Purpose of the Swift Water Corridor Vision — What it Is Intended to Be, and What it Is Not Intended to Be

The Swift Water Corridor Vision is a corridor management plan prepared for the purpose of identifying unique and special features within the corridor and assessing eligibility for different types of grants for improvements and enhancements, as well as economic development and tourism programs. This Vision will also help communities within the corridor work together towards implementing the various recommendations in the Action Plan (refer to Action Plan and Next Steps sections for more information.)

Otak, Inc., a multi-disciplinary firm with offices in Washington and Oregon, was retained to prepare the Swift Water Corridor Vision after Kittitas County received a grant from the Quad County Regional Transportation Planning Organization (RTPO) to fund the project. At the earliest stages in the process of developing this Vision, county staff and representatives from Otak worked closely with a Corridor Planning Management Team (CPMT), made up of local citizens, stakeholders, and technical experts to determine what this Vision should be and what it should not be.

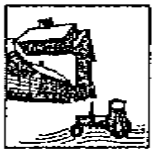
*What This Vision Is Intended to Be*

- A comprehensive description of existing conditions and intrinsic qualities, including natural, archaeological, historic, cultural, recreational, and scenic resources. The description and assessment of these elements in the Vision provide a basis for developing a unifying corridor theme and implementing interpretive programs that reflect the corridor's rich heritage.

- A tool that provides recommendations for specific strategies and actions that can be implemented to improve, enhance, and sustain the corridor's unique intrinsic qualities and the many enjoyable experiences it offers.

- A guide for solving existing problems along the corridor.

- A starting point for future corridor planning, management, and implementation efforts. The vision statement, goals, and strategies contained in this Vision serve as a common foundation for future corridor



planning activities throughout the various jurisdictions. Each jurisdiction will be free to implement the Vision as it desires. This Vision will help initiate coordination efforts and partnerships between jurisdictions and stakeholders along the corridor.

- A resource for future corridor organization(s) to refer to and draw ideas and information from related to potential funding sources, coordination with stakeholders, public involvement, and project implementation processes and responsibilities.

- A document that broadly and generally addresses a diversity of interests throughout the corridor. This Vision is a community based planning document; it is not meant to be a technical study or detailed report.

### *What This Vision Is Not Intended to Be*

This Vision is **not intended** to be a plan that creates additional management policies, regulations, or restrictions on private property, beyond those that already exist under federal, state, regional, and local plans and regulations. **This Vision is not a mandate; it is a recommendation.** This Vision recognizes the extent of existing federal, state, regional, and local regulations and standards as sufficient without introducing additional controls.

*Scenic View of Yakima River on SR 10.*

## Who Is the Audience?

It is anticipated that the Swift Water Corridor Vision will be distributed widely, to people who are familiar with the characteristics of the corridor, as well as to people who are not familiar with the area. The Vision may be used to request grants or other funding, or to apply for state or federal scenic byway designation. Local agencies may review the Vision and integrate applicable portions into comprehensive plans and plan updates. Organizations, chambers of commerce, and citizens groups may find a project or idea in the Vision to pursue as their special interest.

For all of these reasons, the Vision has been written so that it can be flexible and adaptable to serve many purposes and needs. The Vision has been written to be interesting and far-reaching, to appeal to local citizens, as

well as residents throughout the state and country. The Vision includes comprehensive information about the unique characteristics of the corridor, so that funding decision makers and others who may not be familiar with the corridor can gain a better understanding of its important features. Those readers who are more familiar with the existing conditions and intrinsic qualities of the corridor may wish to go on ahead to the Action Plan section. But even for those who know the corridor well, the existing conditions and intrinsic qualities descriptions in the Vision provide a valuable reminder of the wonderful attributes that make it such a special place.

## How This Vision Was Developed — An Overview of the Planning Process and the Community Involvement Program

The project began in February of 1997. County staff and Otak representatives worked closely with the CPMT over the course of five months, from February through the end of June 1997. The CPMT met several times to provide insight about existing conditions and intrinsic qualities throughout the corridor, to develop a vision statement and goals, and to strategize on potential programs and projects to enhance and sustain the corridor. A day-long tour of the corridor was scheduled about midway through the planning process to assess potential locations for improvements and enhancement projects. General public

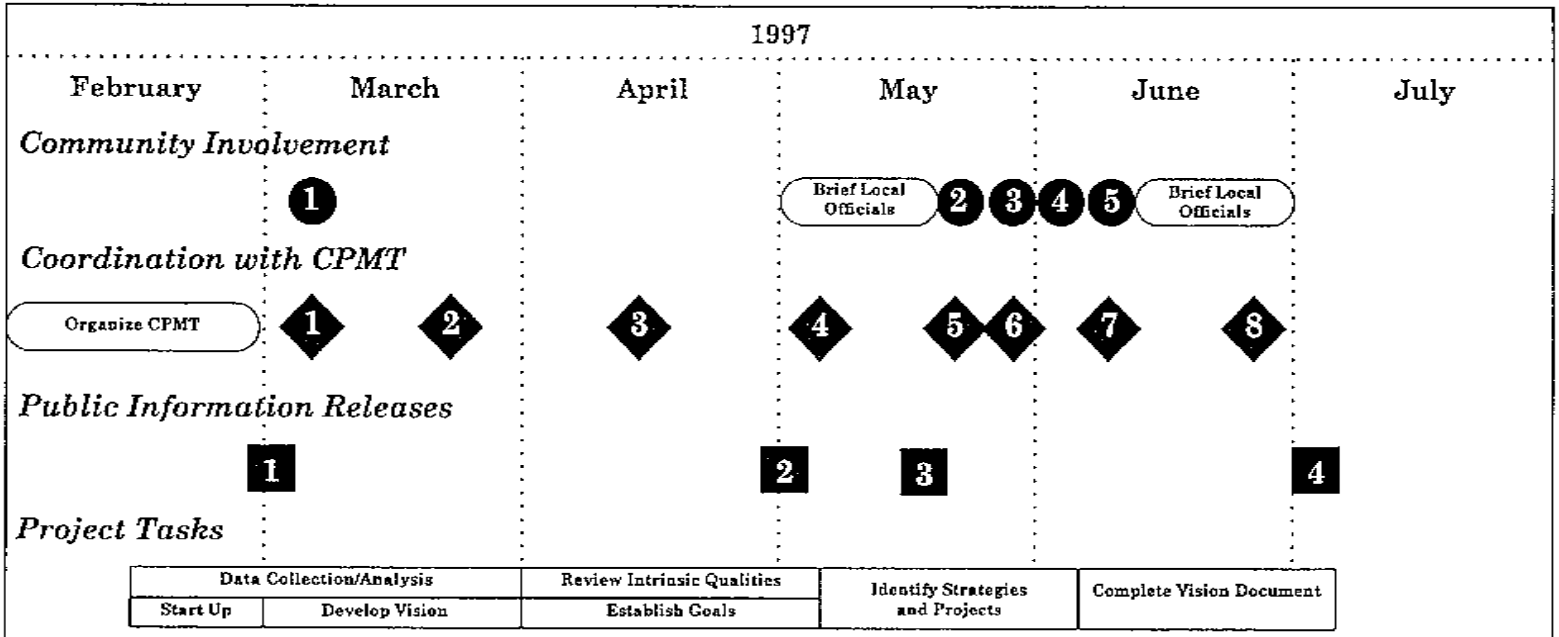
*CPMT on Tour of Corridor, May 1997.*

meetings, as well as interviews of local elected officials and interested groups were also conducted. By early July 1997, the Vision was available for public review and implementation.

The flow chart on the following page illustrates the process and public involvement opportunities provided as part of creating the Vision.

## This Vision is Only the Beginning

Development of the Vision was condensed into an efficient process that could be accomplished before the deadline required by the grant that funded the project and within the established budget. There is much work left to be done, and development of this Vision is only the first step.




## Legend

*Community Involvement Milestones*

1 Public Open House, Cle Elum, 3/3
2 Public Workshop, Cle Elum, 3/24
3 South Cle Elum Town Council, 4/14
4 Ad Hoc Scenic Loop Development Committee, Thorp, 5/5
5 Cle Elum Chamber of Commerce, 5/19

*CPMT Meetings (Citizens/Technical Advisory Committee)*

1 Reviewed Project Description, 3/3
2 Discussed Vision Statement/Existing Conditions, 3/24
3 Identified Intrinsic Qualities, 4/14
4 Identified Strategies, 5/5
5 Toured Corridor, 5/19
6 WSDOT Heritage Corridors Workshop, 5/29
7 Reviewed Strategies, 6/9
8 Finalized Vision Document, 6/27

*Public Information Releases*

1 Press Release/Newspaper Article
2 Flyer Posted Throughout Corridor
3 Press Release/Newspaper Articles
4 Newsletter Mailed to Corridor Stakeholders and Available at Libraries/Community Buildings

Now, it will be up to a dedicated organization of community representatives, stakeholders from various agencies and companies, and elected officials to carry the Vision forward. Please refer to the Next Steps section of this Vision for recommendations related to coordinating a future corridor organization.

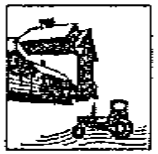
## Corridor Planning Management Team

Members of the Corridor Planning Management Team (CPMT) deserve to be recognized for their valuable input and guidance during the Vision development process.

- Kathleen Beehler, Thorp Mill Town Historical Preservation Society
- Ben George, Kittitas County Cattlemens Association
- Ed Harrell, Kittitas-Yakima Resource Conservation and Economic Development District
- Nick Henderson, Roslyn Business Association
- Max Keeton, Cle Elum Farm & Home
- Debbie Kelly and Catherine Stevenson, USFS, Cle Elum Ranger Station
- Ida Knutson, Key Bank Cle Elum Branch
- Sheri Neuenschwander and Todd Trepanier, WSDOT South Central Region
- Ray Owens, Former County Commissioner and Team Consultant
- J. Page Scott, Kittitas County Department of Public Works
- Richard B. Thompson, Kittitas County Field and Stream
- Hartwig Vatheuer, Plum Creek Timber Company
- Jeanne Zalud, Roslyn Resident

## Vision Statement

The Swift Water Corridor is located in the upper northwestern portion of Kittitas County within geographic regions commonly known as the eastside of the Cascade Mountains, and the Kittitas Valley. The corridor extends from Ellensburg at the southeast end to Salmon La Sac at the northwest end, over a total distance of approximately 42 miles (not including spur roads). The corridor includes State Route (SR) 10 from the US 97 intersection near the west Ellensburg I-90 interchange to the Teanaway Junction at SR 970; SR 970 from the junction with SR 10 to the Cle Elum interchange; SR 903 from the Cle Elum interchange to a location near the south end of Lake Cle Elum where the highway becomes Salmon La Sac Road, a county-maintained roadway; and Salmon La Sac Road (also referred to as the Cle Elum Valley Road) to its terminus at the Salmon La Sac



Campground. The corridor also includes three spurs: North Thorp Highway between SR 10 and I-90; 1st Street in Cle Elum from SR 903 to the intersection with South Cle Elum Way terminating at the Iron Horse State Park trailhead; and Bullfrog Road between SR 903, near Roslyn, and I-90.

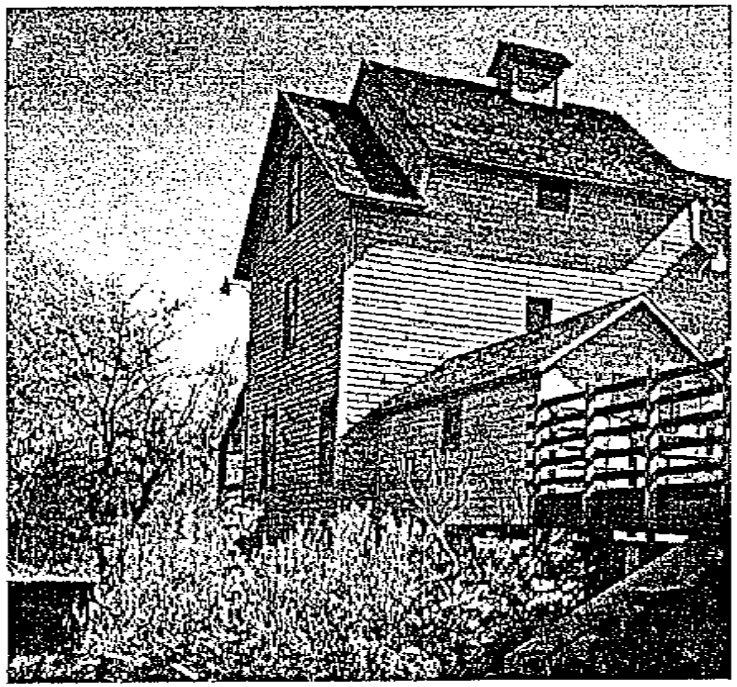
Within this corridor, there are diverse landscapes and vistas, including lush forested hillsides in the northern portion of the corridor; scenic glimpses of the Yakima River, Lake Cle Elum, and the Cle Elum River; spectacular views of the Stuart Mountain Range and other alpine peaks; charming historic towns such as Thorp, Cle Elum, South Cle Elum, Roslyn and Ronald; unique geologic outcrops; and vast agricultural fields and open skies in the southern portion of the corridor.

The rich cultural heritage of Kittitas Valley is reflected in the character of local communities, including the settlement patterns of the towns along the corridor. Prehistoric and historic Native American activities, early pioneers with diverse ethnic heritage, railroad development, coal mining, timber harvesting and production, and agriculture have all influenced the present day culture and character of the communities in the corridor. Many festivals and celebrations are held annually to commemorate the area's intriguing past, as well as its promising future.

Recreational opportunities are abundant. Rafting, boating, fishing, hiking, horseback riding, hunting, camping, bicycling, cross-country skiing, snowmobiling, and auto touring represent some of the more common recreational activities taking place throughout the corridor. With the Wenatchee National Forest on both sides of the northern portion of the corridor, there are many opportunities for public access to national forest recreation sites. The terminus of the northern end of the corridor at Salmon La Sac serves as a gateway to the Alpine Lake Wilderness. The Yakima River is the "blue ribbon" fly-fishing stream in Washington State.

A portion of the Mountains to Sound Greenway is located within the Swift Water Corridor. The greenway provides linkages to an extensive network of trails and recreational facilities including the cross-state Iron Horse State Park/ John Wayne Pioneer Trail and the Pacific Crest National Scenic Trail, which extends north-south across the country for a distance of approximately 2,500 miles.

The corridor provides economic opportunities to the surrounding communities as a destination tourist route, and these opportunities can be expanded with future improvements. Tourism and associated economic benefits should be encouraged, while preserving private property rights and minimizing impacts to rural lifestyles, agricultural operations, and natural resources.



*Thorp Grist Mill*

The unique and special qualities of the corridor should be highlighted, enhanced, and shared with tourists, travelers, and recreationists, as well as residents and students from the region, through informational, educational, and interpretive programs and facilities. These efforts should be designed to enrich the experiences of corridor users as well as to promote a sense of stewardship and preserve the integrity of the corridor by providing important information about responsible conduct and educating users about various sensitive elements within the corridor. The corridor should be sustained as an effective multipurpose intermodal transportation system by maintaining and enhancing safety, capacity, and access.

## Vision Goals

- Retain the existing unique qualities of the corridor, even under the pressures of increased growth and tourism in the area.

- Manage the use of the corridor without restricting private properties, public access, or creating additional policies or regulations to be enforced by government.

- Coordinate with other planning efforts underway (including the Coal Mines Trail, Kittitas County Nonmotorized Transportation Plan, County and City comprehensive plans, the Mountains to Sound Greenway, and others) to take advantage of and build on their proposed programs and strategies and to ensure a consistent approach to corridor planning and management.

- Coordinate with and seek out partnership opportunities with various stakeholders within the corridor, including private property owners, government agencies, elected

officials, schools, private corporations, citizens groups, special interest organizations, and others.

- Provide continued opportunities for public involvement and invite community participation in future corridor planning, management, and implementation activities.
- Attract visitors to specific locations within and connecting to the corridor, drawing upon intrinsic qualities, already established activities, and planned events of the area.
- Improve opportunities for nonmotorized uses and connectivity.
- Provide designated access points to the Yakima River and other waters within the Corridor, and reduce use impacts and improve safety by encouraging responsible actions by visitors and defining guidelines for use and activities.
- Create a consistent theme and attractive signing program throughout the corridor.
- Provide information about the full extent of available recreation opportunities and interesting sites to visit throughout the corridor.
- Provide a suggested interpretive theme and develop an interpretive program that is compatible with other interpretive elements, either existing or planned throughout the corridor, and that provides expanded descriptions about the unique intrinsic qualities associated with the corridor.
- Improve safety and operations of corridor roadways where necessary.

# Existing Conditions and Intrinsic Qualities Analysis

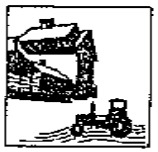
The information on existing conditions and intrinsic qualities has been compiled from several sources, including historical literature, published books about the area, tourism booklets and brochures, personal interviews, and community input from various meetings. A list of the literature and sources referenced for this work is provided in the appendix (refer to the Resource List). The information provided represents a reasonable attempt to accurately describe existing and past conditions and events that relate to the corridor. In some cases there are conflicting accounts about certain historic events in the literature, and some dates are sketchy.

This information is intended to give an overview of the historic elements and unique characteristics of the corridor that are worth recording and sustaining. It is not intended to be the only source for review or the most comprehensive source. This information provides a good starting point to work from when considering possible interpretive topics for the corridor, but more research should be conducted to confirm specific details. Proposed interpretive plans and programs should be carefully reviewed by official historians, tribal representatives, scientists, and other appropriate specialists for accuracy.

For purposes of clarity and readability, the descriptions of existing conditions and intrinsic qualities and related mapping are organized to address the northwest end of the corridor first, moving eastward to the southeast end of the corridor. It should be noted though, that the corridor can be accessed from either end, or from various points along the main route and spur routes.

## Description of the Swift Water Corridor Boundaries

The Swift Water Corridor is located in the upper northwestern portion of Kittitas County and within the geographic regions commonly known as the eastside of the Cascade Mountains and the Kittitas Valley. This area is also often referred to as the upper county, the upper valley, or sometimes more specifically as the Upper Yakima River Valley. The corridor extends along both sides of the public road rights-of-way described below, from Salmon La Sac



*Cle Elum Serves as a Commercial Center of the Upper Kittitas Valley*

Campground at the northwest end, to Ellensburg at the southeast end, over a total distance of approximately 42 miles. For the purposes of this project, the corridor study area includes all areas visible from the roadway, as well as public properties, recreation sites, and tourism attractions that are either directly accessible from the corridor or located within a short drive from the corridor.

The corridor includes Salmon La Sac Road, a county-maintained roadway that extends from Salmon La Sac Campground toward the southeast along Lake Cle Elum, where it eventually joins SR 903 north of Ronald. The corridor then proceeds along SR 903, through the towns of Ronald, Roslyn, and Cle Elum, and junctions with SR 970 at the east Cle Elum interchange. The corridor includes the segment of SR 970 located between the Cle Elum interchange and the SR 10 intersection at the Teanaway Junction, and SR 10 from the SR 970 junction to the US 97 intersection near the west Ellensburg I-90 interchange. The corridor also includes three spurs: Bullfrog Road, between SR 903, near Roslyn, and I-90; 1st Street to South Cle Elum Way from SR 903 to the city limits of Cle Elum and through South Cle Elum to the Iron Horse State Park Trailhead; and North Thorp Highway between SR 10 and I-90.

## Description of Existing Conditions

*The Overall Experience*

In 1814, Alexander Ross was probably the first non-Native American explorer to enter the Kittitas Valley. Ross represented the Northwest Fur Company and came to the valley to buy horses from Native Americans. Several literature sources on the history of the area make reference to this early visit to the valley and to Ross' amazement at what he saw:

> *"...a camp, of which we could see the beginning, but not the end!...Councils, root gathering, hunting, horse-racing, foot-racing, gambling, singing, dancing, drumming, yelling, and a thousand other things...were going on around us."*

A present-day visit to the area provides a similar experience — there is so much to do and see! The diversity of the natural landscape and the abundance of historic, cultural, and scenic resources, and recreation opportunities offer many unique experiences for area residents as well as visitors. Landscapes include alpine settings, forested mountains and foothills, sage and grass prairies and meadows, and agricultural fields of hay and other crops. Perhaps the most telling characteristic of the corridor is that in many respects, it is still as it once was long ago, a place where people live, work, play; a place with unique natural resources and heritage that people cherish and wish to preserve for future generations. A brochure currently in circulation that describes the wonderful qualities of the Upper Kittitas County region, published by the Ellensburg and Cle Elum Chambers of Commerce, includes this well written description of the area:

*"Washington a Constant State of Wonder....Kittitas, the County of Contrasts:*

*Ah Kittitas! Breathing life from the very heart of central Washington. Her history, nature and recreation opportunities abound with variety and contrast. From a spectacular alpine entrance on her western border at Snoqualmie, her accessible highways take you through the astonishing basalt canyons that cradle the Yakima River; wide, rolling cattle ranges and farmlands greened with world-reknown Timothy hay... Within each diverse area you will find history to intrigue the mind, beauty to delight the eye and spirit, and recreation to challenge the physical. Depart from the usual. Visit and enjoy Kittitas, the County of Contrast. A four-season adventure."*

By looking at the existing conditions of this corridor, including geology, climate, vegetation, water, and wildlife, the important natural resources within the corridor can be better understood. By studying the towns, land uses and activities, roadway safety and operations, and the

*South Cle Elum, Old Powerhouse at Railyard*

cultural heritage of the area, the past and present uses of these natural resources can be identified, and suitable strategies for achieving balance between the use and protection of these resources can be envisioned.

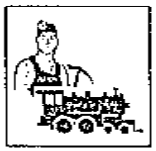
*Geology*

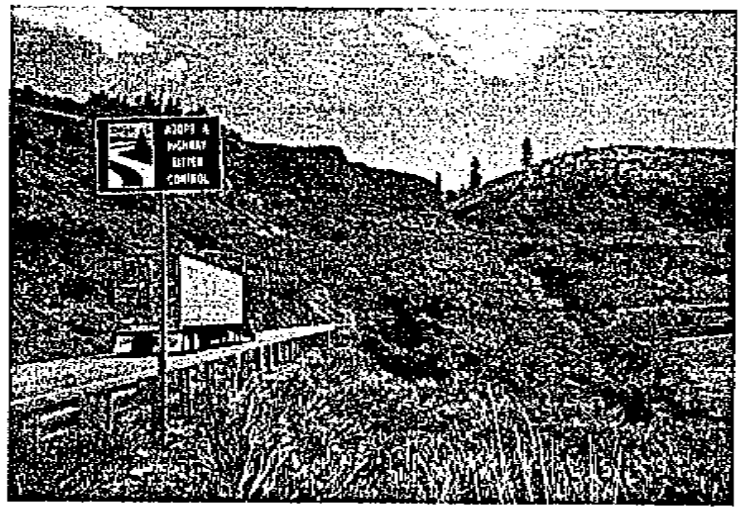
The geologic events that have shaped the physical character of the land within the corridor have occurred very slowly over millions of years. The dramatic variability of the area, from the mountains, through the canyons, and out to the plains, provides many clues about the geologic events of the past. There is evidence of lava flows, shifting of the earth (known as plate tectonics), sedimentation, and glaciation.

Scientists believe that about 350 million years ago a North Cascades micro-continent existed in the middle Pacific Ocean. Off the shores of this continent, sedimentary and volcanic rock was deposited. Swauk Sandstone, peridotite, and Hawkins and Peshastin formations left sediments that eroded from these rocks. During the geologic period known as the Eocene, lava flows began to accumulate. Lava hardened into basalt and built up, layer upon layer, to depths measuring thousands of feet. Flows that occurred during this time formed Teanaway basalt. The Teanaway basalt is the host rock for the rare Ellensburg blue agates, known throughout the world for their beauty. Reddish brown Teanaway basalt flows created the agates in pockets within the lava caused by trapped air bubbles. These cavities became filled with siliceous minerals carried by percolating water forming crystal-filled geodes, common agates, and the Ellensburg blue agates.

Towards the later part of the Eocene period, the Teanaway basalts were covered by water, soils, and newer lava flows in certain areas. Upper Kittitas County was covered by Roslyn Lake, now known as Roslyn sandstone, important for its coal beds. Sediments and large amount of water vegetation formed sandstone and coal beds throughout the Ronald, Roslyn, and Cle Elum area. Later, lava flows known as Yakima basalt also covered much of the Teanaway basalt. Teanaway basalt does not form long columnar forms like the newer Yakima basalt, but instead is a shiny brownish rock that breaks into small angular fragments. The sandstone formations that accumulated during Eocene times folded and faulted when the continents collided during plate tectonic activity, which created coal veins that were mined in later years.

Plate tectonics caused an uplifting or buckling action at one edge of the colliding continents, resulting in formation of the Cascade Range. As the mountain range rose, the Yakima and Teanaway basalt layers were fractured and uplifted causing formations of Yakima basalt and the exposure of Teanaway basalt, which is more easily broken by frost and erosion. As these formations eroded they





*SR 10 is a State Scenic and Recreational Highway*

washed down and accumulated, forming what is called the Ellensburg formation. It is here that the "Ellensburg Blue" agates as well as other common agates can be found. The Ellensburg formation is light colored coarse sand and shale with gravel and cobbles interbedded. A road cut on SR 10, approximately eight miles northwest of Ellensburg, is a good example of the formation. The white color comes from the volcanic ash of active volcanos of that time. Some sources also say that these features may be related to the name "Kittitas," because "kittit" is a Chinook term for white chalk. (Other sources indicate the name "Kittitas" may have had other meanings in Native American terminology including "land of plenty.")

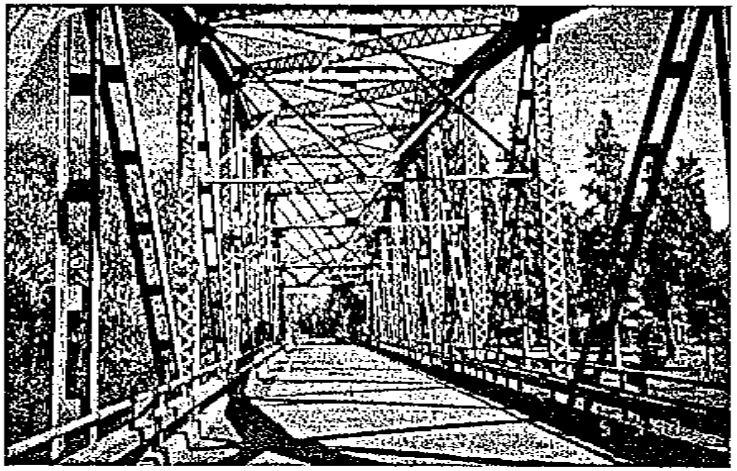
As the climate cooled, enormous glaciers moved into the area carving some of the steep formations, large valleys, canyons, and lakes. As they retreated, they left deposits of rock and gravel in the valley floors. The moraine at Thorp Prairie marks the farthest reach of one of the glaciers. The large amounts of melting water caused further erosion and washed sediments down into the Kittitas Valley. Many of the lakes in the area were carved from glacial activity. As the earth's atmosphere warmed, the glaciers retreated, and rivers were formed, establishing their courses through the valleys.

### *Climate*

Climatic conditions along the Swift Water Corridor change as the corridor descends from the mountainous areas into the lowlands and flats. The east side of the Cascades experiences drier conditions than those found on the western slopes because the mountains catch most of the moisture moving east from the ocean storms. The change of elevation has a significant influence on the climate along the length of the corridor. At Salmon La Sac, the annual precipitation, mainly in the form of winter snows, can exceed 80 inches, while outside of Ellensburg, annual precipitation is typically less than ten inches. Cle Elum averages between 20 and 40 inches of annual precipitation. The sky is often clearer on the east side of the mountains, except for summer lightning and thunderstorms and the moist air from the ocean crossing

and mixing with the colder air, which sometimes creates fog and clouds, particularly at the upper elevations.

Temperature is also directly related to elevation. The mountainous Salmon La Sac region can easily dip below zero in the winter, while such low temperatures are unusual in Ellensburg. In the Roslyn area and to the north, cooler temperatures keep the ground snowcovered from late fall to early spring. Typical winter daytime temperatures for the coldest months in Cle Elum are in the 30s with nighttime readings from 15 to 25 degrees. During the warmest months, temperatures will be in the 80s with an afternoon breeze cooling into evenings that drop to around 50 degrees on average.



*North Thorp Highway, Dudley Road Bridge*

*Waters and Shorelines*

Lake Cle Elum, the largest body of water within the corridor, is the product of a glacial trough that carved the lake under 2,000 feet of ice. The lake is now part of the Yakima River Basin irrigation system. A dam built in 1933 at the south end of the lake stores and regulates water going into the Yakima River and is used primarily for agricultural purposes in the Kittitas and Yakima Valleys. The lake is fed by the Cle Elum River, which is born from the many small lakes and streams in the Alpine Lakes Wilderness. The Cle Elum River begins again at the dam on Lake Cle Elum and runs under Bullfrog Road into the Yakima River just south of the intersection of Bullfrog Road and I-90.

Fed mostly by snowmelt, the Yakima River is the largest river in the corridor. It starts at the dam at Keechelus Lake and runs all the way to the Columbia River. Beginning at Keechelus Lake, the Yakima travels ten miles to Lake Easton where irrigation water is diverted to the large Main Canal by the Easton Diversion Dam that provides water to Kittitas Valley. The river is met by the Cle Elum River and continues along SR 970 then along SR 10 where it is joined by the Teanaway River just after the SR 10 and SR 970 junction. It passes through the SR 10 canyon adding the water of Swauk Creek, then drops into the Thorp area. It continues along SR 10 then along I-90 on the west edge of Ellensburg having traveled 50 miles from its source.

The Main Canal, fed by the Yakima River, is the major source of irrigation water for the agricultural lands of the Kittitas Valley. Starting at the Lake Easton Diversion Dam, it branches near the Swauk Creek and Yakima river connection into two canals that run on either side of the valley. The North Branch Canal runs on the north side of SR 10, and the South Branch Canal runs on the south side of SR 10.

In 1971, the State Shoreline Management Act was passed, and local governments were required to develop shoreline management programs for shorelines of the state within their jurisdictions. Under the Shorelines Management Program, land uses along shorelines within 200 feet of the ordinary high water mark of rivers, streams, and lakes are reviewed for compliance with Shoreline Management Act requirements and may be restricted depending on the use. The shorelines of Lake Cle Elum and Cle Elum River are designated in the Kittitas County Shoreline Management Plan as Conservancy, the most restrictive designation. Shoreline designations along the Yakima River vary, with Conservancy designation in the western reach, west of Cle Elum, Urban designation in the City of Cle Elum, and Conservancy on the north side and Rural on the south side from the east Cle Elum city limits to the Teanaway Junction. East of the junction, the shorelines designation is primarily Rural with some limited areas of Conservancy. A review of the Kittitas County Shoreline Master Program will provide insight as to the types of uses allowed within these designations. One of the most important aspects of the Shoreline Management Act related to this project is that the act supports and encourages the expansion of public access opportunities to the state's shorelines.

*Near Ellensburg*

### *Vegetation*

The vegetation changes with elevation variations and corresponding affects on climate along the length of the corridor. The upper elevations of the Cascade Mountains support alpine and subalpine vegetation, along with large mountain hemlock and occasional stands of other conifers such as Englemann spruce in some areas. Douglas fir becomes the more dominant species as the corridor descends in elevation, with pines becoming more

dominant further east into the drier areas. Coniferous forests of the Salmon La Sac and Lake Cle Elum area are made up of Douglas fir, western larch, lodgepole pine, white pine, ponderosa pine, grand fir, and spruce. The forest understory is much less dense than on the western side of the Cascades, and it includes mostly grasses, wildflowers, sedges, and some native deciduous trees and shrubs. This upper area of the corridor is known for the large quantity of vine maple that display beautiful and prominent fall colors. Strands of aspen trees also exist in some upper valley areas.

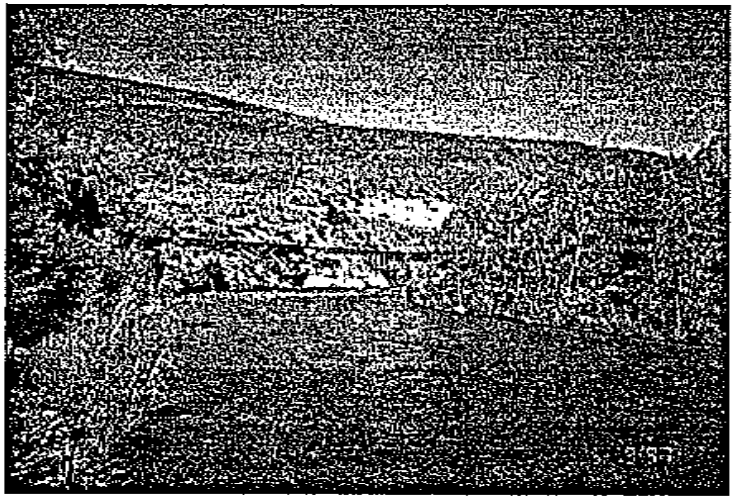
Dropping toward Cle Elum there is less precipitation and the forest mix becomes dominated by primarily ponderosa pine with some Douglas fir throughout the Cle Elum River Valley. As it opens up, grass meadows begin to dominate due in large part to forest cutting and fire. There are large open areas of bunchgrass, sagebrush, meadows, and spring and summer wildflowers, such as lupine, asters, bear grass, and others.

Along the Yakima River and its tributary creeks and streams, there are wetlands that host their own unique variety of plant communities. Just west of the Bristol Flat area, the marshes of lilies are backdropped by the snowcapped Stuart Range. There are also rushes and cattails and a mix of other riparian plants dominated by alders and cottonwoods.

Spring wildflowers are spectacular along the SR 10 corridor through the canyon and the hillsides toward the north, including Hayward Hill. In the Thorp area and along SR 10 towards Ellensburg, much of the land is agricultural, either grazing land or planted with a variety of crops. The most common crops include the world renown Timothy hay and small grains. Land in this lower area that is not being farmed is dominated by prairie grasses and shrubs.

### *Wildlife and Fish*

There are abundant wildlife species along the corridor, some with limited habitats and some that cover a large range. Mountain goats are found in higher elevations



*Looking Back at SR 10 From North Thorp Highway*

above the Salmon La Sac area. Bear are found at mid-elevation ranges, as well as the higher elevations in the area. Large populations of deer and elk are common throughout the region. Coyotes, badgers, weasels, cougars, minks, and bobcats are typically found in the lower elevations. Various small mammals such as rabbits, foxes, raccoons, chipmunks, porcupines, and squirrels also live and forage throughout the region. Several species of amphibians and reptiles (including rattlesnakes) are common in the area.

The corridor is known for its excellent fishery habitats. Trout, kokanee, and burbot can be found in Lake Cle Elum. In the Yakima, Cle Elum, and Teanaway Rivers, and the Swauk Creek, rainbow trout dominate with some cutthroat trout, Dolly Varden trout, and whitefish. Once abundant, there are now few salmon and steelhead left in the rivers, although measures are being taken to increase their populations. Bonneville Power Administration has constructed a fish hatchery on the Yakima River near South Cle Elum.

Birds are also very prevalent with some resident, some seasonal, and many species that stop while on migration routes heading north and south. Bald eagles make their home in the tall trees on the shores of Lake Cle Elum where ravens, small and large hawks, owls, and thrushes can also be found. Western meadowlark, killdeer, and mountain bluebird have been seen in the Cle Elum area. Swallows are found in wind eroded sandstorm formations. Migrating Canadian geese are seen in Autumn, as well as other waterfowl such as mergansers, loons, ducks, and water dippers. There are also grouse, golden eagles, various types of woodpeckers, turkey vultures, jays, and many smaller birds such as juncos and nuthatches. Ospreys commonly perch and hunt along the Yakima River, and occasional elevated nests can be seen from SR 10.

***Towns, Land Uses, and Activities Along the Corridor***

The land uses and zoning designations along the corridor reflect the diversity of its physical character from forest to agricultural lands. Most of the lands within the corridor are privately owned and located in unincorporated portions of Kittitas County. In the northernmost portion of the corridor, approximately half of the lands adjacent to the roadway are publicly owned. In this area, properties owned by the Wenatchee National Forest and other landowners, including Plum Creek Timber Company, form a checkerboard of one-square-mile land holdings. The land in this area is designated primarily for forest use, with an emphasis on resource management for the production of timber. Because of its scenic beauty and access to the Alpine Lakes Wilderness, year-round recreational uses such as camping, hiking, fishing, skiing, and snowmobiling, dominate in the area. Dispersed

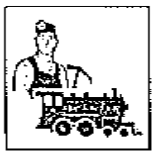
recreation use is permitted on USDA Forest Service property, as well as on private land owned by Plum Creek. The Forest Service and Plum Creek are negotiating a trade of land to consolidate their holdings in a way that is mutually beneficial.

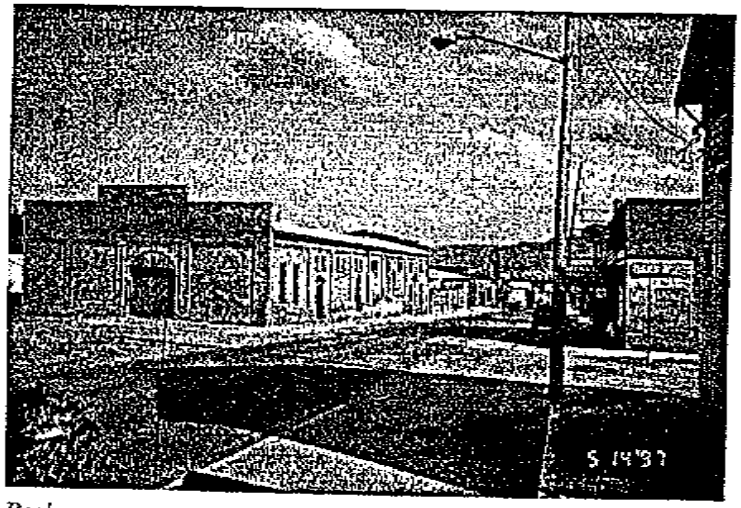
The USDA Forest Service lands in the northern portion of the corridor are located within the Snoqualmie Pass Adaptive Management Area (AMA), a management program administered by the USDA Forest Service for certain areas of the national forest. AMAs are special ecological units where innovative approaches to ecosystem management are developed and tested. There are ten Pacific Northwest AMAs, and the area west of Cle Elum is located within the Snoqualmie Pass AMA, a 212,700 acre mountainous area along I-90, where checkerboard ownership prevails. The major emphasis of the Snoqualmie Pass AMA is providing mature forests and connective habitat for species moving north and south.

As you travel through the corridor from the northwest to the southeast, you are able to visualize the history of town settlement patterns and the chronological order of milestone events that occurred in the development of the region. In the upper reaches of the corridor, near Salmon La Sac, there are a few traces of past Native American and pioneer activities, mostly evident in the place names of the area, but also described in historical monuments and maps of area features. Progressing toward the south end of Lake Cle Elum and further eastward, the evidence of both past and present-day human activities becomes more readily apparent.

As the Salmon La Sac Road skirts along Lake Cle Elum, the zoning allows low density residential development as long as minimal adverse impacts occur to the adjacent natural resource lands. Along Lake Cle Elum, there are increasing numbers of vacation homes, cabins, and lodges, as well as many permanent year-round residences and subdivisions. Recreational uses continue to be prominent in this area. Along SR 903, in the Pine Loch Sun and Ronald area, at the south end of the lake, there are also some isolated pockets of commercial and general industrial uses, where some small businesses are located.

Developed primarily because of the coal mining operations that tapered off and ceased in the 1960s, Ronald and Roslyn have remained small towns with remarkably well-preserved architecture. The entire town of Roslyn is listed on the National Historic Register as an Historic District. Some of the residences and buildings in Roslyn are known to be the best examples of vernacular architecture in Washington. (The term "vernacular" refers to buildings often built during the pioneer era of the late nineteenth century and early twentieth century that reflect the visual character, building practices and materials specific to a region.)





*Roslyn*

In Ronald and Roslyn, the primary land use is residential, with some businesses and community services. South Cle Elum was developed primarily as a result of railroad and powerhouse operations, and it also has remained as a smaller town in the region. Cle Elum is the center of commercial activity in the upper portion of the corridor, providing many businesses, accommodations, and services to the surrounding communities as well as those passing through on I-90. In the earlier part of this decade, Roslyn experienced a spurt in its tourism industry due to the notoriety from the television show *Northern Exposure* that was filmed there. Roslyn, as well as other communities in the corridor, have always been popular tourist destinations though, and continue to be because of the unique historic elements, scenic qualities, and recreational opportunities found there.

In response to this interest in the area for tourism and recreation, plans to build a destination resort between the Roslyn/Cle Elum area and I-90 are currently being carefully reviewed and analyzed. The resort, which would be accessible from Bullfrog Road, is proposed by Trendwest Resorts, Inc. Trendwest's vision for the 7,400-acre property includes a mix of guest facilities such as a high quality Northwest-style lodge hotel with full-service meeting areas and a full range of visitor accommodations, including attached units, cabins and camp sites. The wide range of amenities planned include golf, tennis, swimming, health spa, hiking, biking, cross-country skiing, fishing, equestrian facilities, and trails.

Along SR 970, coming out of Cle Elum, the zoning becomes less dense. Moving along SR 10 toward the east, the zoning changes to the Forest and Range designation. Like the landscape it covers, it is a transition zone that calls for natural resource management through agriculture and forestry, but also allows for some low density residential. Traveling east along the SR 10 canyon, agricultural uses become more prominent. Lands surrounding the highway in this area are identified as "open range," which means that livestock have the right-of-way. As you leave the canyon, this agricultural zone

continues all the way to the suburban edges of Ellensburg with the exception of zoning related to businesses, services, and residences in the central portion of Thorp.

***Existing Management Plans and Policies***

Land uses and development activities within the corridor are currently being managed through a complex system of plans and policies already adopted and currently administered at the federal, state, regional, and local levels such as:

- USDA Forest Service Management Plans (including Adaptive Management Area policies)
- Federal Clean Water Act/Section 404 Wetland Permits administered by the US Army Corps of Engineers
- National Environmental Policy Act (NEPA) for Federally-Regulated Lands and Federally-Funded Actions
- Federal and State Regulations Related to Historic Properties and Landmarks
- Federal Americans with Disabilities Act (ADA) Requirements
- Federal NEPA Regulations
- Washington State Scenic Vistas Act
- Washington State Environmental Policy Act (SEPA)
- Washington State Growth Management Act
- Washington State Shorelines Management Act (Kittitas County Shoreline Master Program)
- Quad County Regional Transportation Plan
- Kittitas County Comprehensive Plan and Zoning Requirements
- City of Ellensburg Comprehensive Plan and Zoning Requirements
- City of Cle Elum Comprehensive Plan and Zoning Requirements
- Town of South Cle Elum Comprehensive Plan and Zoning Requirements
- Town of Roslyn Comprehensive Plan and Zoning Requirements

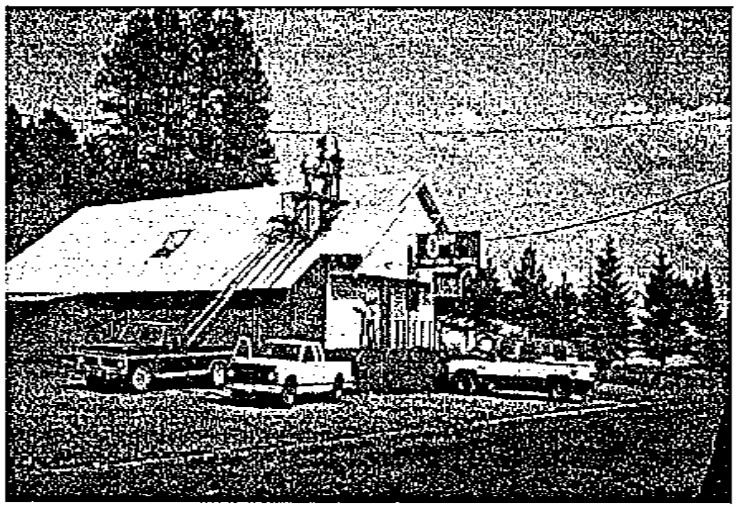
In addition to these plans there are several regulatory agencies with adopted design standards and requirements for development of roadway improvements, nonmotorized transportation facilities. The Washington State Department of Transportation (WSDOT) Design Manual is the regulating standard for state highways, and is also referenced by local agencies. WSDOT also provides rules and regulations for motorist information signs, advertising along highways, and scenic byway logo signing guidelines. The American Association of Highway and Transportation Officials (AASHTO) also provides standards for geometric highway and roadway design. The federal Manual on Uniform Traffic Control Devices (MUTCD) provides standards and guidelines related to traffic control treatments, including signing, signalization and pavement markings.

The CPMT considers the level of existing plans and policies as well as the various standards and design regulations already in place at the present time as sufficient in serving the purpose of corridor management. This Vision has been created with an explicit intent not to set forth additional management regulations or restrictions on private property. Instead, this Vision focuses on specific strategies and actions that can be implemented to improve, enhance, and sustain the corridor's unique elements as well as the experiences it offers. It is recognized that any of the strategies or actions carried out as a result of this Vision will need to comply with existing federal, state, regional, and local regulations and standards as applicable.

*Demographics, the Regional Economy, and the Influence of Tourism*

According to population data from the State Office of Financial Management, approximately 30,800 people lived in Kittitas County in 1996, and the county is experiencing an annual growth rate of 2.5 percent. Approximately 58 percent of county residents live in unincorporated areas. The City of Ellensburg is the largest population center in the county, with approximately 13,000 people. With approximately 1,800 residents, Cle Elum is about twice the size of Roslyn in population. While resident populations have remained relatively low in this area, new developments and growth are on the rise.

It is important to note that there is a large population of visitors and nonpermanent residents coming to the area due to the desirable setting and abundant recreation opportunities. The USDA Forest Service records over five million visitor use days each year in the Wenatchee National Forest. Tourism opportunities also continue to draw people to the area. Approximately 20,000 visitors come to the Roslyn Museum each year, according to the curator. Some of the major recreational activities in the upper county area include snowmobiling, skiing, fishing, boating, hiking, camping, hunting, bicycling, wildlife



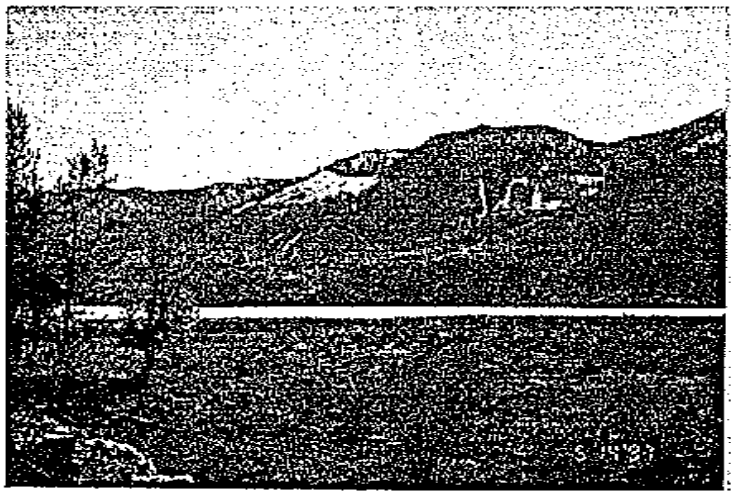
*Ronald, Old #3*

watching, historical touring, and attending the many events and festivals held in the area.

The rich natural resources of the region historically contributed to industries such as coal mining, forestry, farming, and ranching. With decline of the demand for coal, commercial coal production in the Roslyn and Ronald area mines ceased in 1963. Today, the major industries of the region continue to be forestry and agriculture, with tourism and recreation becoming increasingly more important as a supporting industry to local economies.

Upper Kittitas County is considered to be within the sphere of influence of the Puget Sound metropolitan area. Cle Elum is located approximately 80 miles from the Seattle area—less than a two-hour drive. Local real estate specialists report that many people are buying second homes in the area or are relocating to the area in retirement. Increasing numbers of people (but still a small percentage overall) are moving to the upper county for primary residency and commuting over Snoqualmie Pass to and from the Puget Sound area for their work.

Recreation and tourism activities in the area currently generate a large number of transportation trips that either originate or are destined outside the region. Based on data from the Interagency Committee for Outdoor Recreation, as many as one-third of those enjoying



*View of Lake Cle Elum and Mountains From Salmon La Sac Road*

recreational amenities within the region are from outside of the quad-county area. This percentage is likely to be higher in the Upper Kittitas County area, where there are more recreation and tourism activities. Increased tourism and recreational visits to the area are generally encouraged and supported by local planning and economic development efforts. As tourism and recreational visits to the area continue to increase, it will be important to monitor the effect on roadway capacity and operations, as well as the general effect on the characteristics of the area. If potential impacts are identified, solutions to effectively accommodate increased levels of traffic, balanced with methods to minimize and mitigate impacts

on rural lifestyles and natural resources, need to be considered.

*Roadway Safety and Operations*

The roadways discussed in this document have been constructed over a number of years by several different agencies. SR 10 was the primary east-west thoroughfare between Seattle and Ellensburg prior to construction of I-90 in the late 1960s and early 1970s. As a result, many sections of SR 10 have been adapted to different uses from its original use for high capacity, through-traffic travel. SR 903 was previously part of SR 10 where it passes through Cle Elum, and is now a business district arterial, primarily carrying local traffic. SR 903 west and north of Cle Elum has functioned as a state highway providing access to Roslyn, Ronald, and Lake Cle Elum for many years. Salmon La Sac Road extends north from SR 903 and was used historically as a Native American trail and a pioneer route to the mines of the area. Salmon La Sac Road (also sometimes called Cle Elum Valley Road) was improved for modern day use under the federal Forest Highway Program. This segment of road is now under the jurisdiction of Kittitas County and was improved a few years ago with widened shoulders, improved drainage, and resurfacing.

Even though these roadways were constructed many years ago, generally most have adequate horizontal and vertical alignment, although some horizontal curvature could be improved to increase operating speeds and improve safety. Most deficiencies are narrow roadways and bridges with shoulders inadequate to accommodate disabled vehicles and nonmotorized users. In Roslyn, SR 903 travels through the center of the business area and the residential area, and contains several rightangle turns. Bullfrog Road, connecting SR 903 with the Bullfrog Road interchange on I-90, has several sharp, low speed curves. SR 903 through Cle Elum is wider than typical, due to how the town was originally laid out by its founders. Thorp Highway over about half its length between SR 10 and I-90 is narrow with virtually no shoulders and has several sharp curves and roadway fills with no guardrail.

Overall, the jurisdictions that are responsible for the roadways within the corridor report that the roadway systems are operating at or below capacity and that there are few major problems. However, some physical deficiencies along certain sections of roadway within the corridor were identified, including lack of adequate shoulders, nonstandard vertical and horizontal alignments, sight distance limitations, intersection deficiencies, narrow bridge widths, lack of nonmotorized facilities (pedestrian, bicycle, and equestrian), and signing problems. SR 970 between the junction with US 97 and I-90 is the only segment of roadway identified in the Quad

County Regional Transportation Plan as having deficiencies. WSDOT reports that at peak travel times on I-90 (particularly during summer holiday weekends) congestion on upper county roadway systems increases and some travelers use the SR 10/SR 970/SR 903 route as a bypass to the freeway. A more specific discussion of existing roadway features follows.

*Salmon La Sac Road (Main Corridor)*
This roadway has been improved and possesses good horizontal and vertical alignment with 12-foot lane widths and shoulders four feet wide or greater. The speed limit is 35 mph, although the roadway was designed for speeds in excess of 50 mph and could support a higher speed limit. Traffic volume information was not available for Salmon La Sac Road.

*SR 903 (Main Corridor)*
SR 903 is an R3 Collector that runs from SR 970 on the south (east) to the National Forest boundary on the north near the south end of Lake Cle Elum. The WSDOT Traffic Report indicates that it carries about 2,200 vehicles per day at SR 970, about 4,300 vehicles per day at the east edge of Cle Elum, up to 9,300 vehicles per day through the Cle Elum business district, and the annual average daily traffic (AADT) drops to less than 1,000 vehicles per day at the Wenatchee National Forest boundary at Lake Cle Elum.

The roadway consists of two 12-foot lanes and two 8-foot shoulders east of the Cle Elum business district, and total widths vary from 48 to 76 feet through the business district. This area and the business district in Roslyn are the only locations where the roadway is abutted by curb, gutter, and sidewalk. North of the business district area in Cle Elum, the roadway has two 12-foot lanes with up to 8-foot wide shoulders as far north as the south end of the Roslyn business area. North of Roslyn, the roadway narrows to two 12-foot lanes with 1-foot to 3-foot shoulders. As it passes through Ronald, the roadway prism is confined by homes and businesses constructed close to the roadway edge. Speed limits vary from 25 to 45 mph along SR 903.

*Bullfrog Road (Spur)*
Bullfrog Road, connecting SR 903 with the I-90/Bullfrog Road interchange consists of two approximately 12-foot lanes with narrow shoulders. The posted speed limit is 35 mph. Traffic volume and accident information is not available, but from field observations, several sharp, low speed curves were identified along this segment of County maintained roadway. Interim signing at these locations is suggested as an improvement. Realignment could be considered, as well as other improvements, in the future, as traffic levels increase. With the potential development of the proposed resort by Trendwest, potential environmental impacts, including transportation related

effects, related to the project are currently being analyzed. Some of the suggested roadway improvements in this Vision could be considered as part of the environmental analysis process.

*1st Street and South Cle Elum Way (Spur)*
This corridor spur begins where 1st Street extends from SR 903 in Cle Elum, continuing west to the intersection with South Cle Elum Way, and then traveling on this roadway to the south to the Iron Horse State Park/John Wayne Pioneer Trailhead. The roadway crosses the Yakima River. It has a paved width of about 30 feet, with no striping for shoulder delineation. It has adequate horizontal and vertical sight distance. The speed limit is 25 mph. Traffic volume information is not available.

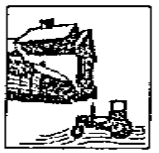
*SR 970 (Main Corridor)*
SR 970 is an R1 Collector and carries about 5,000 vehicles per day at the interchange with I-90 and about 4,000 vehicles per day as it approaches the SR 10 intersection to the east. It generally has two 12-foot lanes and shoulder widths vary from 3 to 8 feet. The speed limit is 55 mph.

*SR 10 (Main Corridor)*
SR 10 is a Rural Minor Collector (R3) that runs from SR 970 to Ellensburg. According to the WSDOT 1995 Annual Traffic Report it carries an annual average daily traffic (AADT) of about 780 vehicles per day. It consists of two lanes about ten feet in width. In some locations, it has no shoulders; in other locations shoulders vary in width up to about four feet. Accident statistics are typical for this type of roadway. The speed limit is 55 mph throughout its length.

*North Thorp Highway (Spur)*
This spur extends from SR 10 through the unincorporated town of Thorp to the I-90 interchange on the southeast side of town. The highway is narrow with virtually no shoulders for over half of its length. It has several sharp curves and roadway fills with no guardrail. The speed limit is 35 mph, except where it passes through the Thorp business and school area, where the speed limit is 25 mph.

Bridges for most of the roadways in the corridor are narrow, and provide little space for nonmotorized users. Examples include the SR 10 bridge over Teanaway River, the Thorp Highway bridge over the Yakima River near Dudley Road, and the Bullfrog Road bridge over the Yakima River.

***The Heritage — An Introduction to Swift Water Corridor Intrinsic Qualities***
The heritage of the corridor is shaped by all of the events, both natural and human-initiated, that have occurred in the region since the beginning of its existence. The preceding discussion on existing conditions provides an



overview of the events and activities, past and present, that have molded the character of the Swift Water Corridor. These events and activities have created the intrinsic qualities of the corridor — the qualities that set it apart as a unique and special place, cherished by residents of the surrounding communities, Washington citizens in general, and visitors.

Webster's Dictionary defines "Heritage" as *"something transmitted by or acquired from a predecessor."* The Washington State Heritage Corridors program recognizes the power that heritage transportation corridors have in linking individuals and communities to their heritage. Intrinsic qualities are the elements within a heritage corridor that set it apart as a truly special place.

## Intrinsic Qualities Assessment

Six categories of intrinsic qualities are recognized by the State Heritage Corridors program as well as the federal Scenic Byways program: natural, archeological, historic, cultural, recreational, and scenic. The Swift Water Corridor contains elements that fit into all of the six intrinsic quality categories. Because this corridor provides a strong linkage between towns and communities with rich culture and history, and it is located within a picturesque setting with abundant recreation and tourism opportunities, it represents a perfect example of a heritage corridor.

Intrinsic qualities within each of the six categories and their contribution to the heritage of the Swift Water Corridor are summarized on the following pages. Intrinsic qualities are described under the category that seems most appropriate, but its important to recognize that the categories of intrinsic qualities are often interrelated. For example, the unique natural qualities of the corridor contribute to the abundance of recreation opportunities and scenic qualities. Archaeologic and historic elements contribute to present day culture. The written descriptions are followed by a matrix that lists intrinsic elements within the corridor and identifies the categories that apply to each specific quality. Also refer to the Existing Conditions and Intrinsic Qualities Maps at the end of this section.

### *Natural*

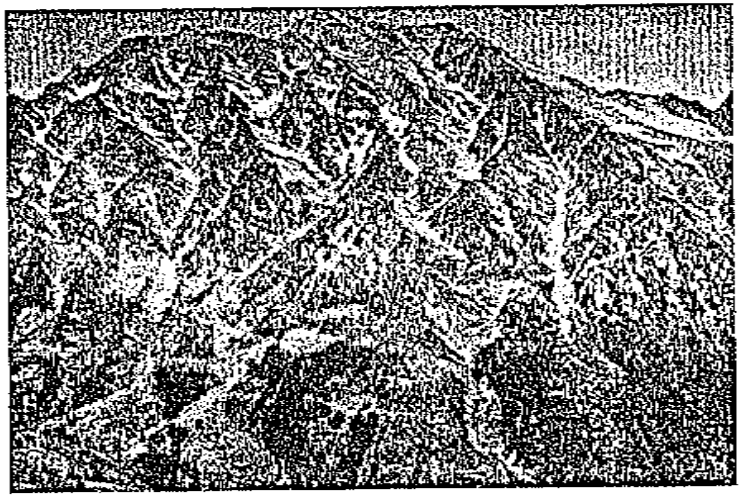
There are many natural elements in the area that are prized and appreciated. Natural conditions related to geology, water, climate, wildlife, and vegetation are described in the existing conditions analysis. Unique and special natural qualities of the corridor are summarized below.

#### *Stuart Mountain Range and Cascade Mountains*

The Stuart Mountain Batholith came into existence over 90 million years ago and these mountains within the overall Cascade Range provide spectacular scenery from many locations throughout central Washington. Mount

Stuart was named by George B. McClellan in 1853 and stands 9,479 feet high, rising above other adjacent peaks. McClellan named it after one of his officers, Jimmie Stuart, who had died two days earlier in a battle with Indians. The mountains have a nearly year-round mantle of snow on the upper peaks, adding to their scenic quality.

*Forested Alpine Setting, Wildflowers, and Fall Color*
Natural geologic activities created the beautiful alpine setting in the upper reaches of the corridor. Wildflowers, the fall color of vine maple trees, and the snow capped peaks in the backdrop create a feast for the eyes.



*Stuart Mountain*

*Four Seasons*
The area experiences four full seasons, with greater variations in climate conditions than areas west of the Cascade Mountains. The presence of four seasons influences the abundance of recreation opportunities in the area.

*Lake Cle Elum and Cle Elum River*
Lake Cle Elum is the largest body of water in Kittitas County, covering approximately 4,810 acres. Originally formed from glacial activity, the lake is a natural lake, but the water levels are controlled by the Bureau of Reclamation. The lake serves as a major irrigation source for the valley. The Cle Elum River feeds the lake at the upper end and carries outflows at the lower end to the Yakima River. There are many opportunities for scenic views of the river and lake while driving on the Salmon La Sac Road and the upper end of SR 903. These waters are enjoyed for recreation purposes as well.

*Wildlife and Fish Observation*
Wildlife can be observed throughout the corridor. Most commonly seen animals include elk, deer, bald eagles, osprey, small mammals, and other birds. There are several types of aquatic habitats that support fish,

amphibians, and reptiles. The waters of the corridor are known for their abundant fishery habitats.

*Yakima River*

The Yakima River provides a continuous ribbon of water visible for the majority of the drive through the corridor. The river is known for its excellent fish habitat and the recreation enjoyment it offers. For agricultural operations, the river is the mainstay that sustains the vitality of the industry.

*Wetlands and Varied Habitats*

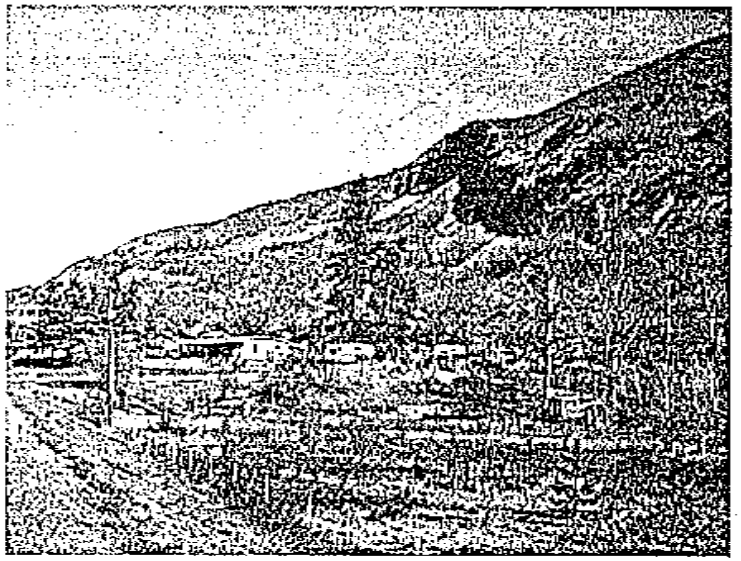
Natural wetlands in pristine condition occur in several locations along the corridor. The diversity of the natural habitats, including the presence of wetlands and riparian habitats, throughout the corridor, contributes to its uniqueness as well as to the abundance and variety of wildlife and fish in the area.

*Significant Geologic Features*

In addition to the mountains, there are several geologic formations along the corridor that are unique only to this area. Peoh Point, south of South Cle Elum, is visible from most areas around Cle Elum. Sandstone formations along the Yakima River canyon areas may have been the basis for the name Kittitas, which some say means white rock or white chalk. A significant landslide occurred in the 1970s near Thorp on SR 10, changing the course of the Yakima river. Ellensburg Blue Agates are famous throughout the world for their qualities, but can only be found within a 20-mile radius of Ellensburg. Basalt pinnacles are visible along the Yakima River.

*Prairies and Pastures*

Endless fields of greens and browns, pastures, irrigated crops and grasslands, natural prairie, and open range can be found in the easternmost section of the corridor surrounding Thorp and near Ellensburg.



***Thorp Landslide Visible SR 10***

*Other Unique Natural Elements within a Short Driving Distance*

Ginkgo Petrified Forest State Park is located east of Ellensburg near Vantage. There is a unique natural phenomenon of petrified Gingko trees there, as well as a museum, displays of petroglyphs, viewpoint and picnic area, and interesting walking tour.

Whiskey Dick Mountain is a high point between Ellensburg and areas to the east. On a clear day you can see Moses Lake — about 17 miles east of Ellensburg off the Vantage Highway. Government Springs and the Pines are National Historic Landmarks, located one mile north of Whiskey Dick Mountain.

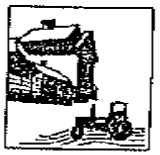
***Archeological***

Archeological qualities include evidence of unique customs, traditions, folklores, or rituals of human groups of the prehistoric past (dating before historic records of pioneers and settlers leading to modern culture), most often of Native American influences.

Archeological excavation sites in Washington have determined that humans existed in the area as early as 12,000 years ago. The Kittitas Valley was home to many generations of Interior Plateau Native Americans up until the late nineteenth century. These tribes, as well as neighboring tribes in the Coastal region, were sustained by plentiful game, berries, roots, and fish found throughout the region. The Yakima Indian Nation now represents the tribes who lived in the Kittitas Valley.

Many of the towns, landmarks, waters, and other features are named from words that were commonly used by Native Americans (see examples listed under History). The Native American Chinook language was not easily interpreted by early settlers, so there were often conflicting opinions about the origins of certain names. Early settlers spelled the words the way they thought they should be spelled, but it was really difficult to speak the words with the same sounds and accents spoken by Indians. Today, because of the way the previous Native American words have been changed over time, there is even disagreement among the Indians as to the reasons for and meanings of many of the place names in the area.

For centuries, Native Americans have told legends about many events that occurred in this region. One of the more frequently told stories relating to the corridor is known as the Legend of Wish Poosh and Speelyi, which describes the origin of the tribes, as well as the creation of many of the water bodies in the Kittitas and Yakima Valleys, as well as the "Big River" (the Columbia). This legend tells of a horrible fight between Wish Poosh, the giant beaver monster who lived in Lake Cle Elum, and Speelyi, the clever coyote (also sometimes referred to as a red fox),



ever present in Indian stories. The fight between Wish Poosh and Speelyi was said to have occurred at the end of the mythological age of the animal people, when the Changer or Coyote had made the world ready for "the new people." Many tribes of the Columbia River Basin told this legend, either with or without the formation of the "Big River." This legend is summarized on the following page.

The Interior Plateau tribes often camped in the Salmon La Sac area along the Cle Elum River and Lake Cle Elum, particularly during the summer and fall. (Other seasonal camps existed at various locations throughout the Yakima River valley.) Salmon La Sac was an extremely productive fishing site, where there was a large, deep pool in the river. The Indians used weirs, spears, and long sack-like nets made from cedar bark to bring the fish (mostly salmon) out of the water. Some French Canadians, who observed this technique, invented the name "Salmon La Sac" or fish from a bag.

The area north of Salmon La Sac and near Paris Creek was also known as productive berry and food gathering grounds during the fall. Indians also hunted throughout the area. There is evidence that the Indians extracted various minerals from the Salmon La Sac area. Early explorers were said to have found iron weapons in the hands of the Native Americans. The Indians told the explorers about taking the metal from nearby hills, cooking it, allowing it to cool, and then hammering it into spears and other instruments. The area later became a rich mining area for pioneers who mined for copper, gold, coal, and other precious metals.

There were many early spellings of the term Yakima, including "Nee Yeake Ma" and "E-yakima." Pioneers tried to spell the word as it sounded when spoken by the Indians. The original name for Yakima was Taptell. Chief Olney said the word meant "we meet and part." The name Cle Elum is believed to be derived from the Native American term "Tle El Lim" meaning "Swift Water." The word "Teanaway" is believed to mean "Place of Fish and Berries." The origin of the name "Kittitas" is not clearly known. Some sources say it comes from the Native American term "Kittit" meaning white chalk or sandstone. Other

## The Legend of Speelyi (Coyote) and Wish Poosh (Beaver) — How Coyote Made the Indian Tribes

Long ago, when the animal people walked the earth, there was a giant beaver monster who lived in Lake Cle Elum, high in the Cascade Mountains. His name was Wish Poosh. Wish Poosh would not share the fish in Lake Cle Elum with any of the other animal people, even though there were plenty of fish for everyone. At last the animal people were so hungry and unhappy that they begged Coyote (Speelyi) to help them.

Speelyi agreed to help the animal people, but he knew this would be a difficult task. Even though he was very wise, he could not think of a good plan. So he asked his three sisters who lived in his stomach in the form of huckleberries to help him. His sisters gave him a good idea, and as was his usual custom, he claimed the idea as his own. Just as his sisters had recommended, Speelyi made a long spear and took it to Lake Cle Elum. He began fishing at the lake, and of course, Wish Poosh saw him and tried to seize him with his huge, fierce, shining claws. Just as Wish Poosh approached, Speelyi drove the sharp spear into the beaver monster's side. He screamed in pain and the two began to thrash about in the water in a terrible fight.

Wish Poosh and Speelyi fought so hard that they shook the mountains around the lake and made a great hole in them. The waters of the lake rushed through this hole, plunged down the mountainside and soon made a larger lake below in the Kittitas Valley. Wish Poosh and Speelyi were still fighting as they were carried along with the water as it flowed out through the valley. As they tore their way out of the second big lake, they cut a channel for the Yakima River. As the two fighters plunged on down the Yakima River, the waters followed them and made a big lake in the Yakima country. The monster tore through the next ridge and made Union Gap. They plunged eastward across the valley, continuing to dig a channel for the Yakima River as they went, and then, the waters of the new channel overflowed and made a big lake in Walla Walla country.

Then the monster turned sharply toward the west, dragging Speelyi after him and cutting the channel of Big River (Columbia). Speelyi struggled hard and the channel that was made by the monster grew larger in the struggle. The monster tore through the high mountains and made the gorge of the Big River. Speelyi pulled rocks from the shores and made many tiny little waterfalls. They came to the mouth of the Big River, where it flows into the Ocean. By this time, Speelyi was so tired he almost drowned in the waves. Muskrat laughed at him. Wish Poosh, who was still very angry and very strong, seized many salmon and whales and ate them. He threatened to kill everything.

After Speelyi rested awhile, he went again to his sisters for advice about how to get rid of the beaver monster once and for all. The three sisters gave him another idea, and once more he claimed the idea as his own. Speelyi changed himself into the branch of a fir tree just as his sisters had told him to do, and he floated out into the ocean. The beaver monster swallowed him, just as his sisters had predicted he would do. Then, inside the beaver monster's stomach, Speelyi changed himself back into his animal shape, and he took out his knife and stabbed Wish Poosh in the heart. He made himself smaller and climbed out through the monster's throat. Then, he began to cut up the body of Wish Poosh, and he said: "From your body, mighty Wish Poosh, I shall make a new race of people. From the various parts of the monster Wish Poosh, Speelyi made all the Indian tribes. From the ribs, he made the Yakima Indians, and he said, "You shall live near the new Yakima River, east of the mountains. You shall be the helpers and the protectors of all the poor people." Then, Speelyi went back up the Big River.

*Summarized from the books: Indian Legends of the Pacific Northwest by Ella E. Clark and Myths and Legends of the Pacific Northwest Selected by Katharine Berry Judson*

sources say that Kittitas means "land of plenty" in Native American language. It's possible that it could have been derived from both meanings, given the complexities of the Chinook language. Whatever the origin of the name, the Kittitas Valley was a council grounds and meeting place for the Native Americans, who gathered here seasonally to collect berries, dig camas roots, and socialize. Many early explorers recorded seeing thousands of Native Americans camped in the valley before pioneer settlement occurred in the 1860s and 1870s.

Many famous Native Americans have been remembered in journals and books about life during the 1800s in Kittitas County. Chief Moses was a great warrior who was described in the book by Andrew Jackson Splawn, Kamiakin (another great chief of the era). Indian John Peoh was a Native American who lived near Peoh Point who helped pioneer settlers with their wagon trains over the hill. Peoh Point, a prominent geologic feature visible from most anywhere in Cle Elum, was named for him. A nearby rest stop on I-90 is also named for him. Keneco was a Native American who came to the Kittitas Valley with pioneers Thorp and Splawn. He rode range for them and delivered mail from Kittitas to Seattle for ten dollars each trip. He rode horseback over Snoqualmie Pass and the trip usually took about a week. Antwine Indian also came to the Kittitas Valley with the Thorp and Splawn families. He was a friend of these families, and his son was a scholar at the Splawn school, the first school in the valley. Antwine is buried in the Splawn cemetery.

A local history project sponsored by Central Washington University and the Ellensburg Public Library published a map of pre-1880 Native American trails, villages, and petroglyphs in Kittitas County. The map shows village sites at various locations along the Yakima River. According to the map and various other publications, a seasonal village was located near Lake Cle Elum and an Indian trail system existed along the east side of the Cle Elum River and Lake Cle Elum, crossing the Yakima River near the Teanaway confluence and continuing along the south side of the Yakima River to the north side of the Manastash Ridge. It appears that Salmon La Sac Road follows the same alignment as this trail. No petroglyphs have been found within the specific corridor area. According to the CWU map, there are several located along the west side of the Columbia River at the east boundary of Kittitas County (outside the corridor.)

There is sensitivity associated with identifying specific locations of Native American activities and artifacts, and therefore the features described above are not illustrated on the existing conditions maps in this document. In documenting archaeological intrinsic qualities, it is not necessary to identify specific locations of prehistoric activity. It is important, to recognize the significance of

the Native American culture that existed in the region and the influence this culture has had on shaping the unique qualities of the corridor. The suggested interpretive program for the corridor includes interpretive elements that describe Native American activities that took place along the corridor over past centuries and the influence their language had on many of the geographic names in the region. It will be necessary to contact the Tribal Council Office of the Yakima Indian Nation to confirm details and obtain additional information as part of any future interpretive programming related to Native American activities.

*Historic*

The history of the corridor is rich, so rich in fact that many books and articles have been written describing Native Americans, trappers and frontiersman, pioneers, cowboys, town settlers, farmers, and others who have shaped the heritage of the region over the years. It is not possible to fully describe every unique historic element and every historic event associated with this corridor within the scope of this document, but several literature sources are listed in the appendix (Resource List). A review of this literature provides a more complete picture. The brief summary below provides only a mere glimpse through the corridor's window to the past. The Intrinsic Qualities Matrix lists historic sites and events, including buildings, districts, and landmarks on the National Historic Register. A time line of historical events is provided in this section to give even more insight on corridor area history.

Historians estimate that the beginning of recorded history in the area dates back to the 1850s and 1860s. Around this time, several frontiersman and explorers, including Alexander Ross, Theodore Winthrop, and George B. McClellan (an explorer appointed by Isaac I. Stevens, Governor of Washington Territory) passed through the Kittitas Valley on their excursions. Beginning in the 1870s, early settlers came to the valley, most by way of Snoqualmie Pass to the west. The pass traversed an old Indian trail across the Cascades. Some of the early settlers were the Housers, Fergusons, Wheelers, Olmsteads and others. The Snoqualmie Trail met the Squaw Creek Trail near the location of present-day Ellensburg, and the valley was a major hub of activity during these times.

A review of the history of some of the places and past events that have taken place along the corridor, including the origin of many geographic place names, reveals much about the unique historic character of the area. The information below was compiled from many sources (refer to the Resource List in the appendix). In some cases, the literature contained conflicting information, so the accuracy of this information should be confirmed with

official historians before using it in interpretive programming.

*Salmon La Sac — Cle Elum Mining District*
In the 1880s, various types of mining occurred in the area, most centered on creeks north of Salmon La Sac. Extensive placer mining occurred, as well as hard-rock mining. By 1900, prospectors had discovered major deposits of cinnabar, silver, lead, copper, iron, nickel, and gold.

Little mining "towns" sprang up creating an active mining district (known as the Cle Elum Mining District), and food and supplies were hauled regularly from Roslyn and Cle Elum to the area. Some of the mining companies, towns, and areas were Fortune Creek (copper mining and placer gold), Galena City, Camp Creek, Scatter Creek, Skookum Mine, China Point, Boulder Creek, Silver Creek, and several mines worked by the Black Hawk Mining Company (Golden Rod, Moon Beam, Black Hawk, Black Bird, Bob Tail, Silver Bow, Copper Head, Last Chance, Wilkinson, and Home Stretch).

Chinese immigrants worked in the placer mines of the area, and a story has been told in the past about several Chinese miners killed by Indians around 1880 near the China Point mining area north of Salmon La Sac. No physical evidence has ever been found to confirm this story.

Boulder Creek was one of the mining areas claimed by Vic Denny, who was related to the Denny family, early pioneers in Seattle.

*Salmon La Sac Guard Station*
This log structure was built by the Kittitas Railway and Power Company Depot in 1912 and is listed on the National Historic Register. In earlier years, the Northern Pacific Railroad had expressed interest in building a line north of Roslyn through Salmon La Sac to the mining district around Galena City. A company called the Cle Elum Electric Road, Inc. was organized, which later became the Kittitas Railway and Power Company. Later, French investors pursued the idea of the rail line extension, and the guard station building was built with money from French interests to serve as a train depot. Due to the preoccupation of the French with the possibility of war in Europe, and the lack of sufficient products to be hauled to justify the need for the rail line, the line was never constructed. Eventually, the guard station building was abandoned, until 1926, when the building first served as a ranger station.

After 1926, the building was used as a guard station and owned by the Forest Service. It was used by trappers,

miners, and others until 1934, when government policy ended private use. In 1965, the building ceased to be used, and around 1972, the Forest Service announced plans to remove the building. An effort to recognize the building as a National Historic Site was successful and it was listed on the National Historic Register in 1974. The Forest Service restored the building in 1996, and it is now the only remaining structure from the Cle Elum Mining District period. Plans have been developed to create an interpretive/visitors center at the guard station, but funding for interior improvements and ongoing staffing of the center is not currently available.

The Cle Elum Ranger District office of the USDA Forest Service has extensive background information about the guard station and surrounding site, as well as interpretive programming information developed in the 1980s with the hope of reopening the building for public use. Central Washington University has participated in putting together a plan for the potential interpretive center. The Forest Service is interested in public/private partnerships or other programs that could provide the funding and resources needed to establish the interpretive center.

*Bell Memorial Recreation Site*

The Bell Memorial Recreation site is a campground and lake access maintained by the Washington Department of Fish and Wildlife. The land was donated by the Bell family, a pioneer family that resided in Ronald.

*Coal Mining around Roslyn, Ronald and Cle Elum*

Coal was discovered in the 1880s and railroad companies began developing rail lines to carry the coal soon after. Roslyn, Cle Elum, Jonesville (a town that no longer exists), and Ronald were founded in response to the influx of coal miners and railroad workers who moved into the area. Slag piles from past mining activities are still visible from the corridor in the Cle Elum, Roslyn, and Ronald areas. (See related discussions below.)

*Railroad Development and Forestry*

The Northern Pacific Railroad Company had the first railroad survey crew in the Lake Keechulus area in 1967. Eventually, Stampede Pass was selected as the best route for their Cascade Line to Puget Sound. The railroad line was built to follow the Yakima River and continue over the pass. In 1886, the western headquarters of the Northern Pacific was instructed to build a branch line from the most convenient point on the main Cascade line to the newly discovered Roslyn coal fields. It was decided that the branch line would originate from the town of Cle Elum and the 3.43-mile long branch line was constructed

between the towns. Today, this abandoned rail right-of-way serves as the grade for the Coal Mines Trail. Potential improvements for this trail are currently under consideration.

In the early 1900s, Chicago, Milwaukee, St. Paul, and Pacific Railroad, built another line across Snoqualmie Pass. The town of South Cle Elum was a major depot and railroad working site for the line.

The first sawmills in the area were built around the 1870s. Completion of the transcontinental railroad lines to the Pacific Northwest in the 1880s and 1890s stimulated the growth of the local timber industry. Many sawmills sprang up to produce the much needed railroad ties, as well as lumber for the developing towns in the area. In Kittitas County, fourteen small mills turned out lumber products, mostly for local use. Timber resource management by the USDA Forest Service, Plum Creek Timber Company and others continues to be a primary industry in the area today.

*Ronald*

Ronald was established as a coal mining town where the No. 3 Mine was located. Like Roslyn, Ronald was a company town established by the Northwest Improvement Company, which owned the water and sewer systems and the land on which the houses were built. Just before crews began to build the rail line across Stampede Pass in 1886, the Northern Pacific Railroad brought 400 Italian immigrants to open the No. 3 Mine. Ronald was named for Alexander Ronald who was superintendent of the NWI company mine. In 1888, a bitter strike broke out and irate mine workers attacked Ronald and left him bound on the railroad tracks outside of town. An alert brakeman pulled him to safety just in time. A second coal mine there was the Patrick Mine, also known as Roslyn Cascade Coal Company. The old No. 3 mine operated longer than any other coal mine in Washington.

*Jonesville Mining Site*

Historic photos show the Jonesville site located near the abandoned Alpine Veneers plywood mill just north of Ronald. The old coal mining town of Jonesville was a residential community that grew up around the Roslyn Fuel Company mines about a mile north of Ronald. The

town reached a population peak of about 300. Jonesville (which was officially known as Beekman) was abandoned in the mid 1920s when the Roslyn Fuel Company closed its mine. The houses there were razed or moved, and later the site became occupied by the veneer plant.

*Roslyn*

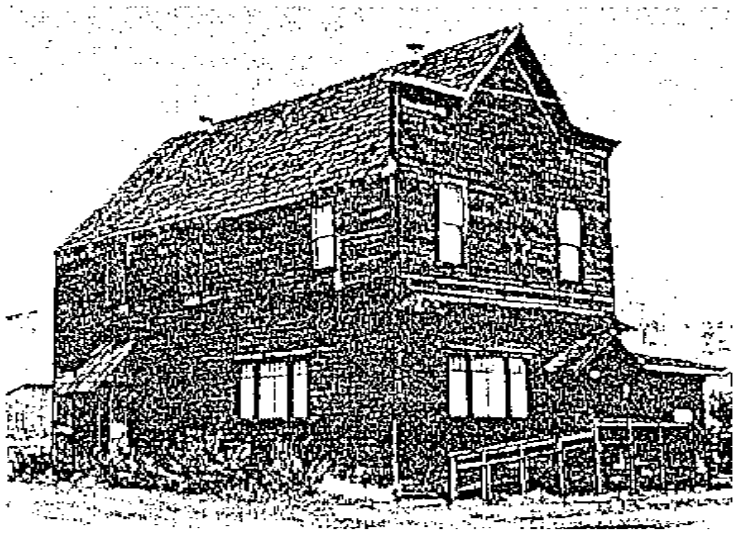
In the early 1880s, Nez "Cayuse" Jensen discovered coal in Roslyn and filed a 160-acre claim that is much of Roslyn today. Jensen began to mine coal and haul it by wagon to Ellensburg. In 1885, a large vein of coal was discovered, which attracted the attention of the Northern Pacific Railroad (NPR). NPR bought up the land and platted the townsite in 1886. Once incorporated, Roslyn's operations were turned over to the Northwestern Improvement Company.

Roslyn was named by Logan M. Bullitt, reportedly for a little town in Delaware, although the origin of the name has been debated over the years. By many accounts, Bullitt named Roslyn for the Delaware town because that is where his sweetheart lived. By other accounts, Bullitt named the town after the New York State county seat of a friend.

In the late nineteenth century, immigrants came from all over Europe and parts of Asia to dig coal in Roslyn and the surrounding area and to work on the railroads. Roslyn was the most populated town in Kittitas Valley at the time, with 4,000 people at its peak in 1910.

In 1963, coal mining operations stopped and Roslyn's population slowly declined. Logging, recreation, and tourism became the leading industries. In the 1970s, Hollywood discovered Roslyn, and the movie *The Runner Stumbles* with Dick Van Dyke was filmed in Roslyn in 1978. In recent years, Roslyn gained fame as the fictional Cicely, Alaska, in the television series *Northern Exposure*.

The entire town of Roslyn is a designated National Historic District. As such, there are many interesting examples of the architectural styles and building techniques popular in the late nineteenth century. Several buildings are very well preserved. The Brick Tavern was built in 1889 by Mayor Peter Fiovanini, an Italian immigrant. The Brick was constructed of



*Roslyn Movie Theater*

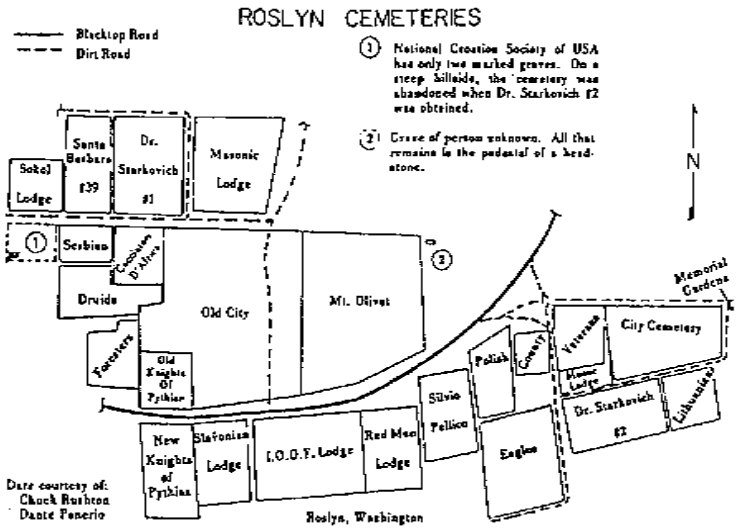
handmade brick supplied by the local Gunther Brick Mill and equipped with a running water spittoon that was shipped from the east coat around Cape Horn in 1898.

There are many other unique buildings, such as Roslyn City Hall, Roslyn Movie Theater (former mortuary), the old Ben Snipes Bank building, Roslyn Cafe built of local sandstone, Roslyn Museum, and several residences. Roslyn has three churches over 100 years old, including the Immaculate Conception Catholic Church, built in 1886 and featured in the movie *The Runner Stumbles*. Mount Pisgah Presbyterian Church was constructed in 1887, and the church had the only pipe organ in the County. Calvary Episcopal Church was built in 1894. The Northwestern Improvement Company Store building was listed as an historic site before the entire town was designated as an historic district. The building housed the original company store for the mining town in the late nineteenth century and early part of this century.

The oldest standing building in Roslyn is the log cabin built by Nez Jenson in the early 1880s. Carek's Meat Market located at the south end of town is one of the few original Roslyn businesses and a popular tourist stop for its jerkies, pepperoni, and other meats. The Roslyn Museum, filled with historical artifacts and memorabilia, is a popular tourist stop, with a reported 20,000 visitors a year.

*Roslyn Cemeteries*

While the miners of different nationalities worked together and sometimes drank together, most lived in their own neighborhood and were buried in separate cemeteries. Today, 24 separate but adjacent cemeteries exist in a peaceful 15-acre hillside setting south of town. The cemeteries represent several different ethnic groups as well as fraternal lodges and past organizations. (Many sources indicate that there are 25 or 26 cemeteries, but recent confirmation with the caretaker of the cemeteries indicates that 24 is the correct number.)




*Cle Elum*

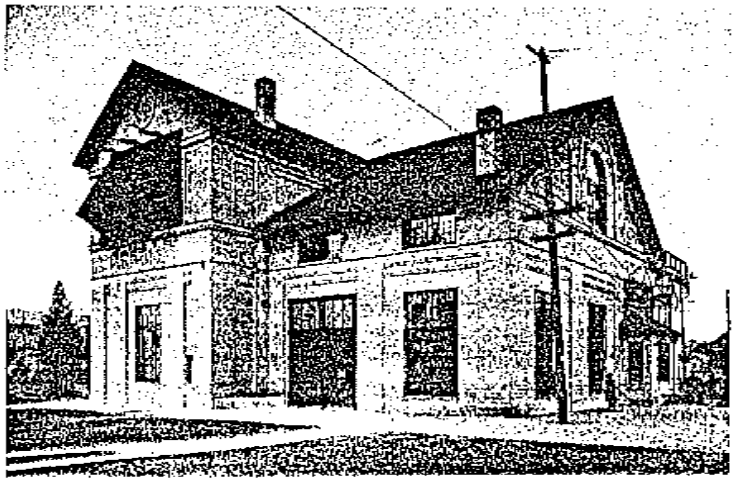
The town adopted the name that the area was already known by (see discussion under Archeological. Cle Elum was founded by Thomas Gamble and Walter J. Reed, who platted the town in 1883. Their cabin stood in the center of 1st Street and Pennsylvania Avenue. After coal was discovered and the railroad line was constructed, Cle Elum started to grow, but in those days, Roslyn was more populated and more active as a commerce center than Cle Elum.

In 1906, Frank Carpenter constructed the Cle Elum State Bank building of brick from the local area, and the structure survived the Cle Elum Fire of 1918. Carpenter also built his own mansion, the Carpenter House, which is now a museum in Cle Elum. The Cle Elum Bakery on 1st Street was also constructed in 1906 by John Pricco, and contained an original brick oven that is still in operation today. In 1909 the Roslyn-Cle Elum Beneficial Association Hospital was opened (after being rebuilt from a fire that destroyed an earlier smaller building in 1908). The hospital included a unique water-powered elevator, used to transport patients between the lower and upper floors. The old miner's hospital was closed in 1980, but is listed on the National Register of Historic Places.

Its interesting to note that in the 1920s, before there was a ski area at Snoqualmie Pass, people came to Cle Elum to cross-country ski and to watch ski-jumping on the hill behind the mines. Cle Elum was centered around coal mining throughout the early 1900s and up until the 1960s when coal mining operations ceased.

*South Cle Elum*

South Cle Elum began to flourish as a town around 1906 with construction of the Chicago, Milwaukee, St. Paul, and Pacific Railroad. At that time, approximately 3,000 workers were employed between there and Snoqualmie Pass. The townsite had already been platted in 1891 by S.T. Packwood, president of the Cle Elum Land and Development Company. A lumber mill was also



*Milwaukee Road Substation in South Cle Elum*

established in the town in 1891. The town didn't really develop until the tracklaying and tunnel construction along the rail line that employed workers to 1909 and beyond. The Milwaukee Road made South Cle Elum a division point on its transcontinental route and later established a substation there following electrification of the line.

*The Moore House (Milwaukee Road Bunkhouse)*
The Moore House in South Cle Elum, constructed in 1909, was the previous railroad bunkhouse for the Chicago, Milwaukee, St. Paul, and Pacific crew working on the rail lines and trains. The building is now being operated as a Bed and Breakfast. Rooms at the inn are named after previous crew members. Several old railroad cars are also located at the site. The building is listed as a National Historic Site.

*Old Railyard and Powerhouse Site*
Just north of Iron Horse State Park trailhead is where the abandoned railyard and power substation sits. These buildings were constructed between 1908 and 1911. When the company experienced financial problems the depot and rail yard were closed. Today, the substation and other railyard structures stand abandoned. However, the land and buildings is being purchased by Washington State Parks and Recreation Commission, which has plans for an interpretive and visitors center at the site. Preliminary plans call for the use of the powerhouse as an interpretive center, providing history of the railroad and information about the nearby trails and recreation opportunities. The train depot is envisioned as a public services building, with rentals such as bikes for the trail and a gift shop and other tourist related services.

*Snoqualmie Pass*
*(Outside Corridor, but Significant Regional Recreational/ Tourism Attraction)*
The pass was built over the alignment of an old Indian trail across the Cascades used for centuries by the Native Americans. Many of the early settlers came east to the Kittitas Valley in the 1870s over Snoqualmie Pass,

including the Housers, Fergusons, Wheelers, and Olmsteads.

*Liberty/Swauk Mining Districts*
*(Outside Corridor, but Significant Regional Recreational/ Tourism Attraction)*
This area is located north of Cle Elum, about six miles north of the Teanaway Junction. Liberty is a well-preserved gold mining town listed in the National Historic Register. There is a rich history of gold mining in the area. Liberty was originally named Meaghersville for Thomas Meagher who discovered gold on Williams Creek, but was later changed to Liberty because of the negative connotation associated with the name Meagher, which sounded too much like "meager." The Verdin Arrastra, an historic mining element and National Historic Site is located 20 miles north of Cle Elum in the Wenatchee National Forest. The arrastra was used for mining in the late nineteenth century.

*Teanaway City Site Near River Confluence with Yakima River*
This area is and has always been a hub for travel east-west and north-south. Early explorer Theodore Winthrop traveled through here and wrote a humorous journal about his exploits in Washington and Oregon during 1853, later compiled into the book *Canoe and Saddle*. Trails to Puget Sound met at the joining of the Teanaway and Yakima. The miners and travelers to the north and to the west followed the route of the Yakima River, and here where the rivers met, Henry Oliey platted Teanaway City.

In July 1885, during the building of the Northern Pacific Railroad, there were about 30 buildings in the town. However, when NPR chose Cle Elum as the rail hub in the area, Teanaway City eventually ceased to exist. Today, Teanaway City is gone but the location functions as a major highway junction east of Cle Elum and a turnoff to Wenatchee (via Blewett Pass) and the Methow Valley/North Cascades. The rest stop at the Teanaway Junction, previously operated by WSDOT was closed in recent years because of maintenance costs.

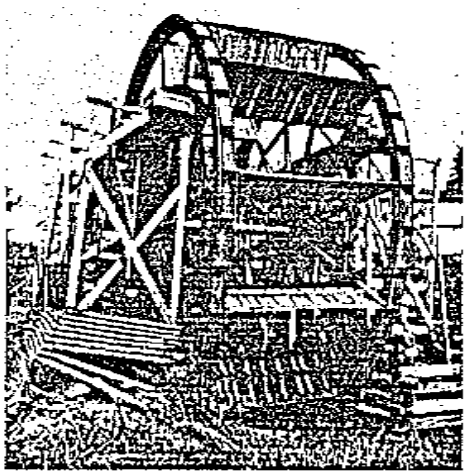
*Kittitas Valley/Yakima River Valley Settlement and Development of Irrigation*
As pioneers began to settle in the valley, complex irrigation systems were developed to support agricultural operations. A sophisticated system of diverted streams, ditches, canals, siphons, and flumes was created to irrigate over 100,000 acres of fertile land. Remnants of old irrigation flumes and structures can still be viewed along the corridor. The Mills Ditch was built in 1870 to carry water from the river to the lumber mill in Thorp. The Town Ditch was built in 1885 and was the first large canal in the area. The Hi-Line irrigates land from Cle Elum to the south foothills.

Pioneers cultivated fields of various crops. Hay production has become a worldwide market for the valley. Timothy Hay is unique to the area and known throughout the world for its quality. Cattle ranching is another major sector of the agricultural industry of the region.

It is interesting to note that Kittitas Valley was located in Ferguson County before Kittitas County was declared a separate county in 1883 by the governor of Washington Territory.

*Bristol Flat / Dubinsky Ranch Waterwheel*

The Dubinsky family ranched in Kittitas County for 56 years near the Bristol Station, about seven miles east of Cle Elum, along the Yakima River. In 1937, they built a waterwheel that is still standing. The waterwheel operated for 13 years or more, irrigating approximately 60 acres of land along the river. It was part of a sophisticated system of irrigation ditches, siphons, and flumes in operation at the time. The top portion of the waterwheel is visible from SR 10, and river rafters have an unsurpassed view of this unique relic of the valley's heritage.



*Thorp Grist Mill and Town / Splawn and Thorp Families*

Thorp's very beginning started in 1968 with the arrival on Taneum Creek of Charles Splawn, who began a homestead near the location where I-90 crosses the creek today. He was later joined by his wife, Helen, and her parents, Mr. and Mrs. Fielding Mortimer Thorp from Moxee, near Yakima. Splawn was a rancher, stockman, and gold miner. Thorp ran cattle on the bunchgrass range and nearby forests along Taneum Creek. The Splawns came to the Kittitas Valley from Yakima, and they were the first permanent pioneer family in the area. The first water to be piped to a home was at the Splawn homestead. Charles Splawn and Helen Thorp Splawn had the first white child born in the Kittitas Valley. Her name was Viola.

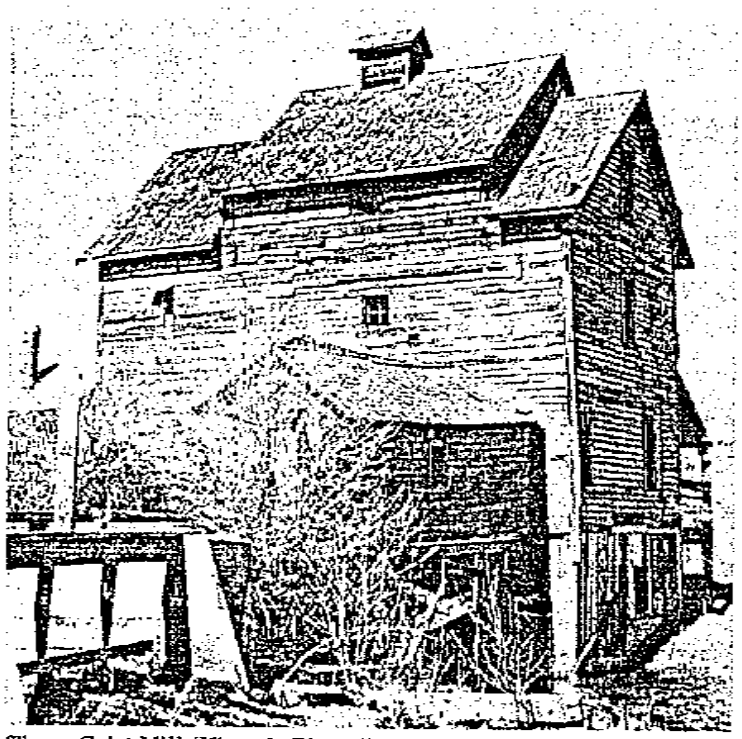
James L. Mills decided to build a sawmill on his property, and he asked his neighbor Oren Hutchinson for permission to build a canal (later to be called Mills Ditch)

*Charles Splawn*

across his property to the millsite. Using a takeout from the Yakima River, the ditch proved to be a good opportunity for Hutchinson and another millwright named Huhn to build a grist mill for flour processing. Built in 1883, the grist mill became essential to the development of the local economy.

The town of Thorp grew up around the mill. With development of the railroad lines in the area, the town grew to a population of several hundred, and there were various businesses in the early 1900s. A power line was built to serve the town with electricity generated by the flour mill, but electricity was available only on Monday mornings and Tuesday afternoons for the housewives to do their washing and ironing. Electricity was sometimes available for a few hours in the evening. The lights often flickered at low wattage and power outages were common.

The Thorp Grist Mill still stands today and is one of the few mills left in the state and the oldest industrial artifact in Kittitas County. The mill is a National Historic Landmark, and it has been carefully restored. It is open to the public as an interpretive center and contains the most complete display of turn-of-the-century milling equipment in the Northwest. The Thorp Mill Town Historical Preservation Society maintains the mill, keeping it open for public appreciation. A proposed site master plan has been created for proposed improvements, including parking for buses and cars, restrooms, and



*Thorp Grist Mill (Historic Photo-Before Restoration)*

replicas of the ice house and pond. The plan also calls for a logging camp and area displaying historic logging practices, historic machinery and farming exhibit, trains and transportation related history, a geologic display, and an arboretum. Other amenities, such as fences, lighting, signage, pathways, and landscaping are also planned.

*Ellensburg*

Ellensburg was built near the site of a wayside trading post that was established in 1869 and nicknamed "Robber's Roost" by its owner, Andrew (A.J. or Jack) Jackson Splawn. In 1871, Robber's Roost was bought by Shoudy and Stewart, who enlarged the building. A monument was placed at Third and Main Streets in Ellensburg by the Daughters of the American Revolution to mark the Robber's Roost site.

John Shoudy later platted the town of Ellensburg in 1882, naming it for his wife, Mary Ellen. At first, the town was spelled Ellensburgh, with Shoudy's vision of the town as the "Pittsburgh of the West." Later the US Postal Office left off the "h".

*John Shoudy*

In 1889, a fire fanned by Ellensburg's famous winds destroyed most of the business district and many homes. Today the Davidson Building is capped by a Phoenix, symbolizing the City's struggle and rise from this disastrous fire.

There are several historic buildings in the downtown core, and elsewhere throughout Ellensburg, built in the late nineteenth century and the early part of this century. A Map and Guide for Historic Ellensburg is available at the chamber of commerce office. Several of these buildings have been placed on the National Historic Register, including the Governor's Mansion, William O. Ames House, First Railroad Addition Historic District, Northern Pacific Railway Passenger Depot, Ramsay House, Shoudy House, Washington State Normal School Building on CWU Campus, Albert Nelson Farmstead, and Springfield Farm north of Ellensburg, in addition to the Ellensburg Historic District in downtown.

Olmstead Place State Park east of Ellensburg is an important heritage site to the region (located outside the corridor). The site is located off the Kittitas Highway south on North Ferguson. It was one of the first homesteads in Kittitas Valley, and the original barns, log cabin, authentic farming equipment, and materials from the 1875 to the 1890 era are located there. Clareta Olmstead Smith, author, and Leta May Smith, illustrator, of *Campfires in the Valley* grew up at this farm site.

*Cultural*

Cultural qualities are recognized as the visual evidence of the unique customs, traditions, folklores, or rituals of a currently existing human group. The Upper Kittitas Valley is known for several facets of its rich culture.

- The diverse ethnic backgrounds of the people who live there

- Museums that display the cultural heritage of the area
- Art galleries and public art works that showcase the work of local artists as well as artists from around the country and world

- Higher education opportunities and community educational resources

- Theater and performing arts

- Memorials that commemorate important events and people

- Events and festivals held annually to celebrate culture and life in the area

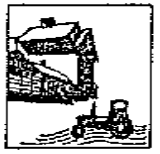
In his colorful and amusing book *Before the Last Storyteller is Gone*, Jerry Morris had this to say about the culture of the area:

> *"Not everyone has the good fortune to be born and raised in a microculture composed of several small communities in a unique geographic setting. Kittitas County in Central Washington is just such a place."*

Upper Kittitas County is particularly rich in ethnic culture. People came together to interweave the cultural fabric of this area from a diversity of places, and the extraordinarily diverse culture of the area is intermelded with its archeologic, history, geographic, and unique natural resources. Descendants of many of the early families who came to settle here still live in the area. Representatives from many ethnic groups came to settle in the area, including people from Austria, Belgium, China, Croatia, Czechoslovakia, Holland, England, Finland, Germany, Hungary, Ireland, Italy, Lithuania, Mexico, Norway, Poland, Russia, Scotland, Serbia, Sweden, and Syria. The Northwest's first significant population of African-Americans originally arrived in Roslyn in 1888 to work in the mines.

In addition to the ethnic diversity that has shaped the modern day culture of the area, there are many opportunities for cultural engagement. Several of the more prominent cultural elements of the corridor are described below.

*Roslyn Museum*
This interesting museum is filled with artifacts and memorabilia including pioneer goods, mining tools, lamps, antique household furnishings, newspaper articles, and other unique items from Roslyn's past. Outside, old coal cars and an interpretive marker tell the story of the area's



*Buildings Outside Roslyn Museum*

mining heritage. (Information about the Roslyn Cemeteries is provided under Historic.)

*Coal Miner's Memorial in Roslyn*
This memorial was constructed in 1996 with private donations. It is located in front of the Northwest Improvement Company building.

*Carpenter House Museum*
This historic mansion previously owned by Frank Carpenter, who was the successful president of the Cle Elum State Bank, is located in Cle Elum. The home was built in 1914, and its grandeur contrasted with the humble abodes of the area's coal mining population of the day. Today, the museum is open during the summer months and holidays and features many of the original pieces of furniture and fixtures that existed in the home when it was first built.

*Cle Elum Telephone Museum*
Located at 1st and Wright Streets, the Telephone Museum provides a full collection of telephone history and memorabilia that is truly unique. The complete history of telephone communications is told at the museum. In 1901, ten telephones were installed, connecting Cle Elum to the outside world. Manually operated switchboards were the last to close in the United States. The museum was established in 1966 and contains the most extensive telephone history exhibit west of the Mississippi. There are also many other types of historic and cultural artifacts and displays related to the area at this museum.

*Kittitas County Historical Museum*
Located in the historic Cadwell Building, built in 1889 in downtown Ellensburg, the Kittitas County Historical Society purchased the property in 1974 and opened the museum that year. The museum contains a vast collection of petrified wood (state rock of Washington) and polished rock belonging to the Rollinger Brothers. There is also a comprehensive display of Indian artifacts, including bead work, clothing, basketry, and bags. The museum houses a pioneer kitchen, as well as several

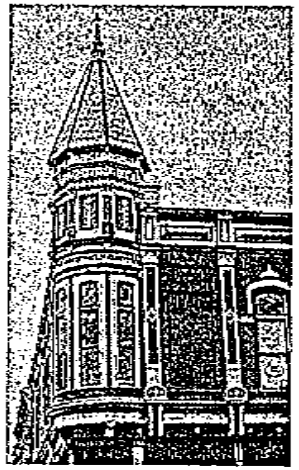
interesting early business displays (including blacksmith tools and doctors' equipment).

*Children's Activity Museum*
There are hands-on exhibits and activities for children and parent interaction at this museum located in Ellensburg. The museum sponsors a variety of classes and workshops for kids, including arts and crafts workshops and calf roping. There are special areas for different age groups. Exhibits change monthly, and the museum also hosts birthday parties for children.

*Clymer Museum and Gallery and Other Art Galleries*
Located in Ellensburg, the Clymer Museum and Gallery houses a permanent collection of art works by John Clymer, including some of the *Saturday Evening Post* covers that he is well-known for. Various other art galleries provide cultural opportunities in Ellensburg, including Gallery One, Community Art Gallery, Four Winds, Dick and Jane's Spot, Krueger Gallery, Billy Mac's, Crow Eye Bead Company, Palace Gallery, Valley Cafe, and Zen West Gallery.

*Central Washington University (CWU)*
Originally established as the Washington State Normal School in 1890 by legislation signed by Governor Elisha P. Ferry, the institution later became Central Washington College of Education in 1937, Central Washington State College in 1961, and achieved university status in 1977. The 365-acre campus contains many architectural treasures.

The university provides educational as well as cultural opportunities for the region. The Chimpanzee and Human Communications Institute at CWU is known for its research activities. The chimpanzee named Washoe and her family communicate using American Sign Language. The Japanese Garden and the Sarah Spurgeon Gallery are also located on campus.


***Davidson Building, CWU***

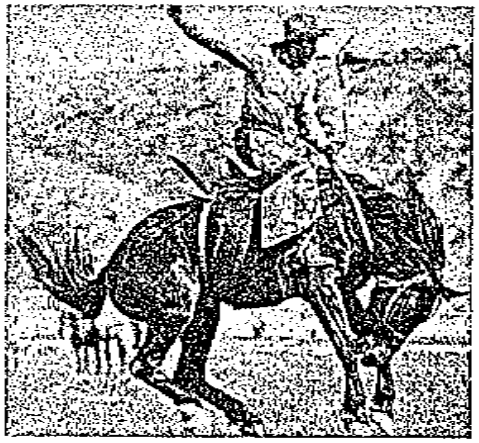
*Area Libraries*
Roslyn, Cle Elum, and Ellensburg each have public libraries that are cherished as important educational, cultural, and informational resources by their communities.

*The Laughing Horse Summer Theatre*
A variety of performances are held annually during July and August in Ellensburg.

*Kittitas County Farmers Market*

This farmers market draws visitors from throughout the region. It is held May through October at Washington School in Ellensburg.

*Western Culture and Ellensburg Rodeo*



Ellensburg is known for its western culture, and it is often a reoccurring theme throughout the City (such as western related public art and murals, horse tie-ups along downtown streets, and western shops). The Western Art Show and Auction is held annually in May. Many local artists and citizens are members of the Western Art Association.

The annual rodeo held on Labor Day weekend is the biggest rodeo in Washington State and one of the top 25 PRCA rodeos in the world. The Kittitas County Fair is one of the best fairs in the state. It is held in conjunction with the rodeo, starting the Thursday before labor day weekend at the fairgrounds off I-90. Frontier Village at the fair includes pioneer cabins, a schoolhouse, and a general store (nicknamed "Robber's Roost" after the original store in Ellensburg).

*Festivals and Cultural Events*

There are many festivals and celebrations held throughout the corridor and the surrounding region annually. Some of these include:

January

- Winter Sno-fest at The Last Resort
- Horsedrawn sleigh rides in Easton

March

- Ellensburg Annual Rotary Auction
- 9th Annual Brick Tavern Running Water Spittoon Race and Nautical Ball

April

- Easter egg hunts
- Back Country Horsemen
- Sons of Italy Spaghetti Feed
- Washington State High School Rodeo, Ellensburg

May

- Happy Trails Wagon Rides, Easton
- Annual Western Art Show and Auction, Ellensburg
- Carpenter House Museum Season Opening

- Memorial Day Parade and Festival, Easton

June
- Annual Kid's Fishing Derby at Lavendar Lake
- Poker Ride, Near Roslyn
- Men's State Chili Cookoff, Roslyn
- Manly Man Festival, Roslyn

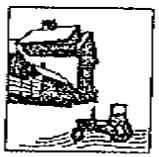
July
- Pioneer Days, Cle Elum and Roslyn (Activities include annual street fair, loggers festival, old fashioned family games, horseshoe tournament, street dance, pioneer days parade, heritage festival in Ronald, pioneer breakfast, Runner Stumbles 10K Race, fishing derby and tug of war.)
- Croatian Picnic, Roslyn
- Coal Boal, Roslyn and Cle Elum
- Sweet Pea Festival, Roslyn
- Whiskey Dick Triathalon (one of the most challenging in the US), East of Ellensburg
- Laughing Horse Summer Theater, Ellensburg

August
- Black Pioneers Picnic, Roslyn
- Cle Elum Craft Fair
- Yak to Sac M.S. Bicycle Weekend (Yakima to Salmon La Sac ride)
- Run to Roslyn Car Show
- Junior Rodeo, Ellensburg
- Courage Classic Bicycle Tour
- Ellensburg Rodeo (events start at the end of August and the Rodeo is on Labor Day Weekend)
- Roslyn Wing Ding Celebration (the name is being changed to Coal Miner Days)

September
- Cle Elum Ridge 50K Trail Run
- Ellensburg Rodeo and Kittitas County Fair, Ellensburg, Labor Day Weekend
- Old Time Threshing Bee, Olmstead State Park
- Moose Fest (planned for 1997 only - a reunion of cast and fans of *Northern Exposure*

October
- Hunter's Breakfast on opening day of season
- Pastime Benefit Golf Classic
- Easton Autumn Festival
- Halloween Parade and Carnival

November
- Veteran's Day Events
- Celebration of Lights, Ellensburg (holiday music and dance, parade, and pageant)
- Winterfest in Roslyn



December
- Christmas in Cle Elum
- Annual Holiday Open House, Carpenter House Museum
- Santa Comes to Town, Roslyn, Ronald, and Cle Elum

*Recreational*

Abundant recreational opportunities exist all throughout the corridor. These opportunities are enjoyed by residents in the region, as well as visitors to the area from all over the state, as well as from other areas throughout the country. Because the area is located less than a two hour's drive from the major population center of the Puget Sound Region, it often becomes a "playground" for recreational enthusiasts from that area. The Wenatchee National Forest records over five million visitor use days annually. Year-round recreation opportunities are available including hiking, camping, rock climbing, and other outdoor pursuits.

*Four Season Recreation Opportunities*

The following is a list of some of the more popular recreation opportunities available throughout the corridor and in nearby areas during different seasons of the year.

All Seasons
- Photography
- Auto touring (most roads open in winter)
- Festivals

Spring
- Hiking
- Mushroom hunting
- Fishing
- Bicycling
- Back packing
- Kite flying
- Wildflowers

Summer
- Water skiing
- Camping
- River rafting
- Rock hunting
- Boating
- Fishing
- Pioneer Days
- Ellensburg Rodeo

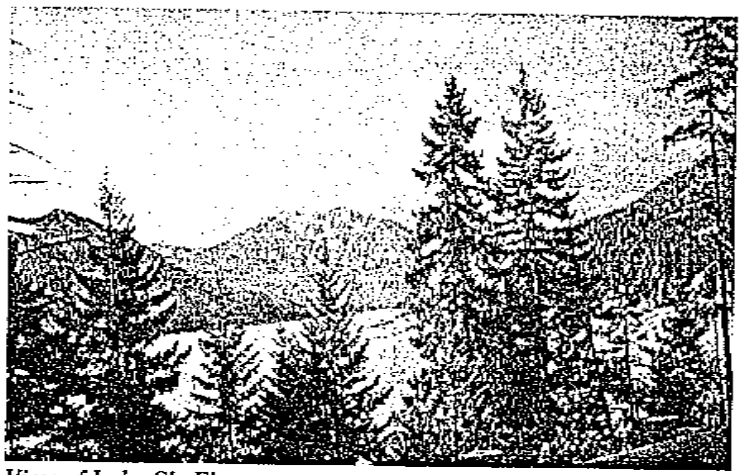
Fall
- Wildlife and bird watching
- Horseback riding
- Hunting

Winter
- Cross-country skiing
- Sledding
- Snowmobiling

- Downhill skiing
- Snowshoeing

Some of the most popular recreational activities and opportunities related to the corridor are described in more detail below.

*Enjoying Nature/Observing Wildlife*
Huge rock formations and the forested setting along the upper Cle Elum River segment create great opportunities for hiking, picnicking or just sitting while enjoying the scenery. There are several pull-offs along the Salmon La Sac Road for viewing Lake Cle Elum and the surrounding forest.



*View of Lake Cle Elum*

*Trails and Hiking*
There are numerous trails and hiking opportunities in the area. Wenatchee National Forest lands provide public access to several trailheads. Cle Elum Valley Trailheads operated by the Cle Elum Ranger District include:

- Hex Mountain
- Bear/Corral
- Fish Lake
- Paddy-Go-Easy
- Davis/Paris
- Salmon La Sac
- French Cabin Creek
- Knox Creek
- Thorp/Little Joe
- Pete Lake
- Kachess Ridge/Noname
- Mineral Creek

For the locations and characteristics related to these trails, refer to the Cle Elum Ranger District Trail Guide, published by the Northwest Interpretive Association, 1994. In addition to forest service trails, there are some trails of regional and national significance within the corridor:

- *Iron Horse State Park /John Wayne Pioneer Trail and Pacific Crest Trail*

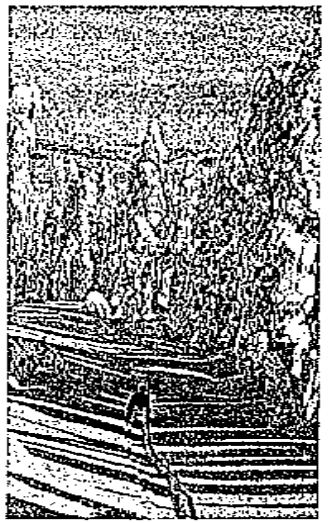
A cross-state linear park of national significance, the Iron Horse State Park and John Wayne Pioneer Trail will eventually provide a continuous trail system from Cedar Falls in King County, to Tekoa at the eastern border of Washington State. The western portion of the trail is known as Iron Horse State Park, the state's first linear park. The trailhead in South Cle Elum provides access for horseback riding, wagons, walking, cross-country skiing, and bicycling on the trail. The trail will eventually link 27 communities across Washington and provide access to hundreds of miles of trails, including the North-South Washington Trail from the Spokane River Centennial Trail to Pasco and the nationally significant Pacific Crest Trail. A horse trail ride is sponsored annually along the trail, from Easton to Tekoa. At the present time, only the first 25 miles of the trail east of Easton are open for public use. The remaining 188 miles are managed by the Department of Natural Resource and permits may be obtained for public use through their local office.

- *Coal Mines Trail*
  The Coal Mines Trail alignment follows the old railroad grade between Cle Elum, Roslyn and Ronald. Trailhead improvements are planned in each of the communities. A connection to the Iron Horse State Park/John Wayne Pioneer Trail is also envisioned.

- *Other Planned Trails*
  Other trail improvements are currently planned in the region, including improvements to the Iron Horse State Park/John Wayne Pioneer Trail along needed segments, the Ellensburg River-to-Rodeo Trail and Town-to-Gowns Path, and the Thorp Grist Mill site trail system.

*Snowmobiling, Skiing, and Winter Sports*

There are year-round recreation opportunities offered along the corridor, but the area is often referred to as a "winter wonderland," and Cle Elum is known as a hub in prime snowmobiling country. There are also many favorite spots for sledding along the hills in the upper corridor.



Snoqualmie Pass is located about 20 miles west of the corridor and serves as a destination recreation area with downhill and Nordic skiing, as well as other year-round recreation opportunities.

*Campgrounds*

There are several Forest Service campgrounds within the corridor, as described below. There are also private

camping facilities, as well as informal dispersed camping opportunities in the National Forest and on Plum Creek property. Undeveloped camping areas can be found all along the Cle Elum River from Lake Cle Elum to the end of the road at the trailhead to Hyas Lake.

- *Salmon La Sac and Cayuse Horse Camp Campgrounds*
  This area includes 63 acres of developed campground with facilities for 825 people, including ten drive-through trailer units, 92 trailer/tent sites, and nine family picnic sites. There is also a group picnic site with a shelter. Reservations can be made for a group campsite for up to 100 people. Salmon La Sac serves as the trailhead to Pollalie Ridge, Waptus Lake, Cooper Lake, and the Jolly Mountain trailhead. Public horse corrals are available, as well as a 15-unit horse camp (Cayuse Camp). The guard station at Salmon La Sac is listed as a National Historic Landmark and the exterior of the station has been restored. The Forest Service reports that funding is limited and the guard station is currently closed. A guard residence is located nearby.

- *Red Mountain Campground*
  This campground is located 16 miles northwest of Cle Elum on Salmon La Sac Road. There are nine campsites and areas for picnicking.

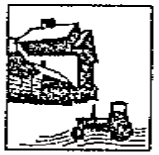
- *Cle Elum River Campground*
  This campground is located about 15 miles northwest of Cle Elum on Salmon La Sac Road. There are 35 campsites on the Cle Elum River, picnic areas, and room for group camping.

- *Bell Memorial Recreation Site/Campground*
  This campground is adjacent to the lake and maintained by the Washington State Department of Fish and Wildlife.

- *Wish Poosh Campground*
  This campground is located eight miles northwest of Cle Elum on Salmon La Sac Road. There are 39 sites and a large picnic area on Lake Cle Elum. The site is used for tent and trailer camping, picnicking, fishing, swimming, boating, and water skiing. There is a boat launch, swimming beach, and other facilities.

The following campgrounds are located outside the corridor, but within a short driving distance:

- *Owhi Camp on Cooper Lake*
  Located at the north side of the lake, a launch ramp and about 30 tent sites are available for camping.



- *Fish Lake/Tucquala Meadows at Lake Tucquala*
  Often still referred to as "Fish Lake," Tucquala Lake is located north of Salmon La Sac. 15 tent sites are available.

*Fishing*

The Yakima River is considered to be the "blue ribbon" trout stream in Washington and fly fishing is popular there. Rainbow trout and mountain whitefish are the predominant species. Fishing guides, both local and from the Puget Sound area, are available to introduce anglers to fishing on the Yakima. More public access points to the river are needed, along with better managed public use.

Other fishing opportunities in the area include:

- Upper Cle Elum River (rainbow trout)
- Cooper Lake (brook trout, rainbow trout, kokanee)
- Lake Cle Elum (kokanee, lake trout, barbed)
- Lower Cle Elum River (rainbow trout, mountain whitefish)
- Teanaway River (rainbow and cutthroat trout)

*River Rafting/Boating*

Rafting is one of the most popular recreational activities in the corridor. Most people raft and float tube on the Upper Yakima River, putting in at various locations east of Cle Elum and taking out above the diversion dam west of Ellensburg. Kayaks, canoes ,and other small nonmotorized boats are also used on the river.

A few sites along the river are currently available for picnicking and river access, but more public access points are needed, particularly since access points have been decreasing in recent years. There are also a number of hazards associated with river rafting along certain stretches, such as log jams, irrigation outfalls, and diversion dams.

Motorized boating is possible on Lake Cle Elum, with boat launches located at Wish Poosh Campground, and Speelyi Beach, a day use area located at the south end of the Lake Cle Elum.

*Other Recreational Opportunities, Tourist Attractions, and Accommodations Within the Corridor*

Ellensburg Orienteering Club has developed orienteering sites at Bullfrog Flats and Bullfrog Pond, both now on property owned by Trendwest Resorts. Orienteering is a sport of cross-country navigation using a map and a compass. The Cascade Field and Stream Club operates a site off of Bullfrog Road.

A new fish hatchery will soon be open adjacent to the Yakima River near South Cle Elum. An interpretive/ visitors' center is proposed at the site. State Parks plans to improve the old Milwaukee railyard, powerhouse and other buildings in South Cle Elum to open the site for public use.

Municipal parks and recreational opportunities are provided in Ronald, Roslyn, Cle Elum, South Cle Elum, Thorp, and Ellensburg, including the Firefighters' Memorial Park in Ronald, Pioneer, and Kiwanis Parks in Roslyn, Crystal Creek Park and Riverside Park in Cle Elum, and parks and the CWU campus in Ellensburg.

There are several outfitters and guides in the area that offer pack trips, guided day horse rides, guest ranches (Rock N Tomahawk Ranch, Hidden Valley Ranch, and others), horse drives, camp-outs, rafting trips and raft rentals, and other recreational adventures and outdoor equipment rental establishments.

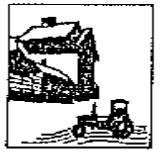
The area provides plentiful accommodations for visitors, including several motels and bed and breakfast houses, recreational vehicle parks, private and public camping sites, numerous restaurants, shops, and services.

*Other Nearby Recreational Opportunities*

In addition to the opportunities within the corridor, there are many nearby recreational opportunities. It is important to note these nearby opportunities, because often visitors who come to the area may be passing through the corridor to get to these destinations.

Other opportunities in the region include off-road vehicle (ORV) trails, golfing, rock hunting, dog sled racing in Easton, sno parks, backpacking and hiking, horseback riding, as well as traditional fishing and hunting.

The northwest portion of the corridor serves as a gateway to popular recreation areas such as the Alpine Lakes Wilderness and Snoqualmie Pass. Alpine Lakes Wilderness, administered by the USDA Forest Service, is one of the most accessible and most visited wilderness areas in Washington. The 393,000-acre Alpine Lakes in the Central Cascades has been protected as designated wilderness since 1976. Hiking, backpacking, camping,



fishing, and horseback riding are examples of the recreational. Trails to Hyas Lake, Pete Lake, Cooper River and Cooper Lake are all located approximately 15 to 20 miles north of Salmon La Sac.

At Snoqualmie Pass to the west of the corridor, there are many year-round recreation activities: hiking, downhill and alpine (cross-country) skiing (day and night), snow boarding, mountain biking, snowmobiling, and snowshoeing.

Kachess Campground and Lake Easton State Park are located off I-90 east of the corridor. Lake Easton State Park is located a few miles west of the Bullfrog Road interchange off of I-90. It provides camping facilities, picnic facilities, a swimming beach, restrooms and showers, boat ramp, children's playground, and access to the John Wayne Pioneer Trail. Lake Easton and Lake Kachess are popular boating and fishing destinations. Lavender Pond at the West Nelson Interchange, west of the corridor, is another popular fishing spot.

The Teanaway and Swank Valleys north of the corridor are known for recreational opportunities, such as trails, hiking, and camping. Lion Rock, a site north of Liberty, is a scenic viewpoint from which you can see Mount Rainier, Mount Adams and the Stuart Range. The area is great for picnicking, hiking, and photography. It is located off Reecer Creek Road.

The southeast end of the corridor serves as a gateway to Ellensburg and the surrounding area. Numerous parks and recreation facilities exist in the City of Ellensburg. Olmstead Place, an historic farm settled in the nineteenth century by the Olmstead family is located approximately four miles east of Ellensburg and is designated as a Heritage Site by the Washington State Parks and Recreation Commission. The Gingko Petrified Forest, also a Washington State Parks and Recreation Commission Heritage Site and Interpretive Center, is located 29 miles east of Ellensburg on the Columbia River.

The Ellensburg KOA is located near the west interchange and provides 100 private camping sites, tepee rentals, swimming, and riverfront recreation. The Ellensburg Golf Course is located at 3231 South Thorp Highway. Ellensburg Memorial Park and City Pool has a picnic area, children's play area, horseshoe pits, Olympic size pool, and wading pool. Reed Park is located off Craig Avenue northeast of Ellensburg. There is a picnic area with a great bird's eye view of Ellensburg including the rodeo arena, fairgrounds, CWU campus, Kittitas Valley, and the Stuart Mountains.

The Whiskey Dick Triathalon held in Ellensburg/Vantage area each summer is a challenging event. The triathalon consists of swimming, bicycling, and hiking.

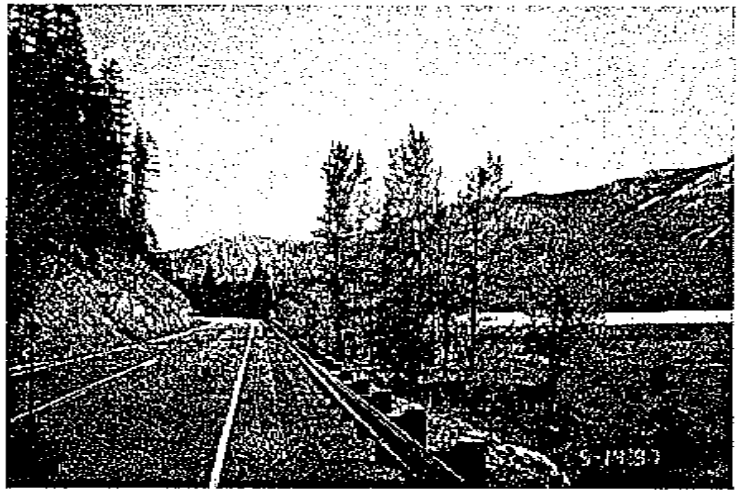
The Taneum and Manastash drainages, located west of Ellensburg and south of the corridor, feed into the Yakima River. There are hiking trails and recreational roads in this area, as well as camping and trout fishing opportunities.

Washington State Department of Fish and Wildlife Elk Feeding Station, located in Joe Watt Canyon and Heart-K Ranch/Rocky Mountain Elk Foundation property at the mouth of Taneum Canyon both provide wildlife viewing opportunities. There are many scenic and recreation opportunities in this area including a campground on Taneum Creek and the Manastash Observatory high on the south ridge.

The Canyon Road Corridor is located south of Ellensburg. Along this back road to Yakima, numerous scenic views and picnic areas are located adjacent to the Yakima River. There is also good access to bank fishing in this area.

*Scenic*

Scenic qualities are measured by how memorable, distinctive, or impressive they are, whether natural or manmade. The scenic points of interests along the



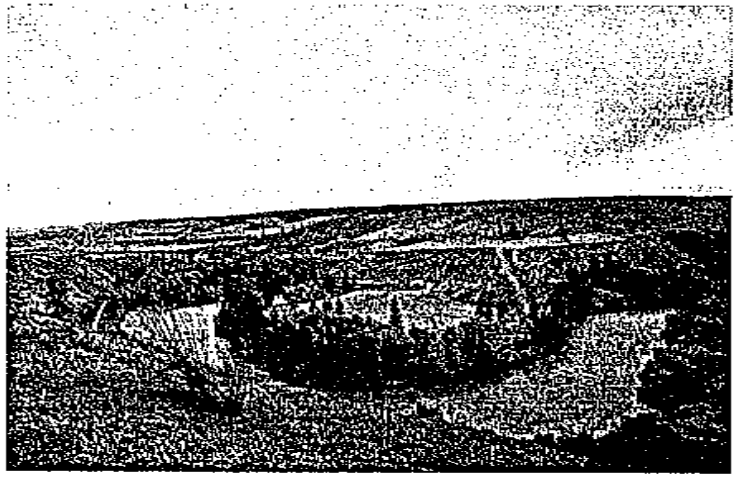
*Salmon La Sac Road*

corridor are diverse, as would be expected from the variety of landscapes, natural resources, and cultural elements found there. Scenery is shaped by all the other intrinsic qualities of the corridor. Some of the most distinctive scenic elements found along the corridor include the following.

- Stuart Mountain Range and other snowcapped peaks and alpine vistas
- Cle Elum River
- Lake Cle Elum
- Roslyn, Ronald, Cle Elum, South Cle Elum, Thorp, and Ellensburg town architecture
- Yakima River

- Peoh Point
- Bristol Flat
- Hayward Hill wildflowers
- Rural landscapes, barns, agricultural crop fields, and farms
- Thorp Grist Mill
- Geologic formations along SR 10
- Abandoned irrigation flumes, an old water wheel, and an extensive system of irrigation facilities in operation, all visible along SR 10

There are several spectacular viewpoints along the corridor, at formal and informal pull-offs. Views of Lake Cle Elum from several pull-off/viewpoints along Salmon La Sac Road are particularly stunning. A meadow located just east of the Teanaway River crossing provides an excellent view of the Stuart Mountain Range as you look back toward the northwest. Several significant viewpoints are located at the roadside on SR 10. One point in particular is the location just east of the Thorp Highway intersection where the Yakima River bends through the valley and the basalt rocks along the river have created interesting vertical forms.

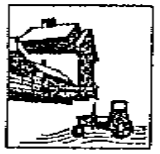


*Scenic View at Bend in Yakima River*

## Intrinsic Qualities Matrix

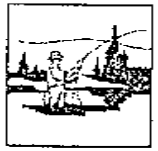
This matrix was created for easy reference when reviewing the intrinsic qualities of the corridor. Because of the strong interrelationship between the various categories of intrinsic qualities, there are areas of overlap. For example, some natural intrinsic qualities are also scenic intrinsic qualities. The matrix identifies the categories that apply to the intrinsic qualities listed. In some cases, intrinsic elements listed in the matrix are actually located outside the corridor, but within a short driving distance. These are important elements in the region that offer even more tourism and recreational opportunities to those who visit the Swift Water Corridor. These elements are denoted with an asterisk (*).

| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| ***Salmon La Sac Road, from Salmon La Sac Campground to South End of Lake Cle Elum/SR 903*** | | | | | | |
| Access to Alpine Lakes Wilderness | • | | | | • | • |
| Historic Cle Elum Mining District at Salmon La Sac | | | • | | | |
| Salmon La Sac Guard Station | | | • | • | | |
| Salmon La Sac Campground, Day use and Trailheads | | | | | • | • |
| Wildlife Viewing | • | | | | • | |
| Wenatchee National Forest Trailheads and Recreation Opportunities | | | | | • | |
| Scenic Views/Alpine Setting | • | | | | | • |
| North Segment of the Cle Elum River | • | | | | • | • |
| Rock Formations/Geology | • | | | | | • |
| Lake Cle Elum | • | | | | • | • |
| Red Mountain Campground | | | | | • | |
| Cle Elum River Campground | | | | | • | |
| Bell Memorial Recreation Site | • | | • | | • | |
| Wish Poosh Campground | | | | | • | |
| Speelyi Beach | | | | | • | |
| Legend of Wish Poosh and Speelyi | | • | | • | | |
| Native American History/Culture | | • | | • | | |



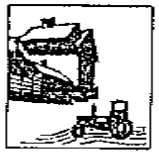
| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| ***SR 903, from the South End of Lake Cle Elum through Ronald, to Edge of Roslyn*** | | | | | | |
| Jonesville Townsite (No longer there) | | | • | | | |
| Coal Mining | | | • | | | |
| Ronald Townsite | | | • | • | | |
| Firefighters Memorial Park | | | • | • | • | |
| Coal Mines Trailhead | | | • | • | • | |
| ***SR 903 through Roslyn to Bullfrog Road Intersection*** | | | | | | |
| Roslyn National Historic District | | | • | • | | • |
| Roslyn Northwestern Improvement Company Store | | | • | | | |
| Roslyn Museum | | | • | • | | |
| Interpretive Marker at Roslyn Museum | | | • | | | |
| Roslyn Cemeteries | | | • | • | | |
| Coal Mining History | | | • | | | |
| Railroad History | | | • | | | |
| Coal Mines Trail | | | • | • | • | |
| Kiwanis Park | | | | • | • | |
| Roslyn Festivals and Celebrations | | | • | • | • | |

| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| ***Bullfrog Road Spur, from SR 903 to I-90*** | | | | | | |
| Coal Mining History | | | • | | | |
| Cle Elum River | • | | | | • | • |
| Future Access to Destination Resort (If Developed) | | | | | • | |
| Lake Easton State Park * | | | | | • | • |
| Snoqualmie Pass * | | • | • | | • | • |
| ***SR 903, from Bullfrog Road Intersection, through Cle Elum, to SR 970 Start*** | | | | | | |
| Start of Branch Rail Line to Roslyn; today known as the "wye" | | | • | | | |
| Coal Mines Trail | | | • | • | • | |
| Carpenter House Museum | | | • | • | | • |
| Cle Elum Telephone Museum | | | • | • | | |
| Cle Elum/Roslyn Beneficial Association Hospital — Listed on the National Historic Register | | | • | | | |
| Peoh Point | • | • | • | | | • |
| Pioneer Days (Cle Elum/Roslyn and Vicinity) | | | • | • | • | |
| Other Cle Elum Events | | | • | • | • | |
| ***South Cle Elum Way/1st Street Spur, between SR 903 in Cle Elum and John Wayne Pioneer Trailhead*** | | | | | | |
| Bonneville Power Administration Fish Hatchery | • | | | | • | |
| Coal Mines Trail — The Coal Mines Trail will connect from | | | • | • | • | |



| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| Moore House/Milwaukie Road Bunkhouse - National Historic Site | | | • | • | • | |
| Iron Horse State Park/John Wayne Pioneer Trailhead | | | • | • | • | |
| Chicago, Milwaukie, St. Paul and Pacific Railroad Yard and Powerhouse | | | • | • | • | |
| ***SR 970 from Cle Elum to Teanaway Junction at SR 10 Start*** | | | | | | |
| Yakima River | • | | | | • | • |
| Stuart Mountain Range/Spectacular Views | • | | | | | • |
| Teanaway Junction Interpretive and Roadside Stop Opportunity | | | • | • | | |
| Liberty Historic Mining Town and Swauk Mining Area* | | | • | | | |
| Lion Rock* | • | | | | | • |
| Virden Arrastra* | | | • | | | |
| ***SR 10 From Teanaway Junction, Through Canyon to Thorp Highway Intersection*** | | | | | | |
| Bristol Flat Waterwheel | | | • | | | • |
| Spectacular Scenery | | | | | | • |
| Yakima River | • | | | | • | • |
| Geologic Elements | • | | | | | • |
| Incredible Viewpoint at River's Bend | • | | | | | • |
| Hayward Hill Wildflowers | • | | | | | • |

| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| ***Thorp Highway Spur from SR 10, through Thorp, to I-90*** | | | | | | |
| Interpretive Opportunity - Agricultural Activities | | | • | • | | |
| Picturesque Countryside and Farms | | | | | | • |
| Access to Yakima River at Dudley Bridge | | | | | • | |
| Thorp Grist Mill | | | • | • | • | • |
| ***SR 10 from Thorp Highway to End of Corridor/Ellensburg and Vicinity*** | | | | | | |
| Ellensburg Blue Agate Beds | • | | | | • | |
| Irrigation Facilities | | | • | • | | |
| Ellensburg Rodeo * | | | | • | • | |
| Historic Downtown Ellensburg* | | | • | • | | |
| Ellensburg Historic Buildings * | | | • | • | | |
| Kittitas County Historical Museum* | | • | • | • | | |
| Kittitas County Fair * | | | • | • | • | |
| Western Art Show * | | | | • | | |
| "Robber's Roost" Marker and Origin of the Name Ellensburg * | | | • | | | |
| Ellensburg Memorial Park and City Pool * | | | | • | • | |
| Ellensburg KOA * | | | | | • | |
| Ellensburg Golf Course* | | | | | • | |
| Reed Park* | | | | | • | |



| *Location and Description of Intrinsic Quality*<br>*(N= Natural, A=Archaeological, H=Historic, C=Cultural, R=Recreation, S=Scenic)*<br>** = Elements located outside the corridor, but within a short driving distance* | *N* | *A* | *H* | *C* | *R* | *S* |
|---|---|---|---|---|---|---|
| Kittitas County Farmers Market* | | | | • | | |
| Ellensburg Public Library * | | | | • | | |
| Central Washington University Campus * | | | • | • | | |
| Olmstead Place State Park * | | | • | • | | |
| Whiskey Dick Mountain * | • | | • | | • | • |
| Whiskey Dick Triathalon* | | | | • | • | |
| Canyon Road Corridor* | • | | | | • | • |
| Elk Feeding Stations south of I-90* | • | | | | | • |
| Durr Toll Road/scenic sagebrush route to Yakima is the same road pioneers used long ago* | • | | • | | | • |
| Ginkgo Petrified Forest* | • | • | | | | • |
| Gateway to Washington Apple Country and Yakima Valley Wine Country* | | | | • | | • |

## Time Line of Events that Have Shaped the Intrinsic Qualities of the Corridor

The time line below summarizes important events that have occurred within the corridor region from prehistoric times to the present day.

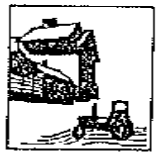
| | |
|---|---|
| 6,000 to 12,000 Years Ago | Archaeological excavations in the central and western Washington regions indicate that there was human activity in this era. |
| 1814 | Alexander Ross was probably the first white explorer to enter the Kittitas Valley. |
| 1853 | Theodore Winthrop traveled through the area on his way to The Dalles, Oregon, which was the trading post on the Columbia River for the Yakima Valley and surrounding regions at that time. |
| 1869 | Andrew Jackson "Jack" Splawn built a trading post known as "Robber's Roost" that later became the first store in the new town of Ellensburg. |
| 1880s | Nez "Cayuse" Jensen discovered coal and built the first log cabin in Roslyn. (The cabin still stands at the corner of Second and Utah.) |
| 1883 | Thomas Gamble and Walter J. Reed established the town of Cle Elum and built first log home. |
| 1885 | A rich vein of coal is discovered near Roslyn. |
| 1886 | The Roslyn and Cle Elum town sites were platted. |
| December 1886 | The first load of coal from the Roslyn vein was loaded on Northern Pacific railroad cars for transport. |
| 1888 | The Great Roslyn Strike occurred in an attempt to get better hours. The strike was bitter and later broken by 400 black miners who were hired by the coal company from Illinois. |
| 1892 | Ben Snipes Bank, Roslyn's first bank, was robbed by five masked men, allegedly the Butch Cassidy and Sundance Kid Gang (eventually the bank failed in 1893). |

| | |
|---|---|
| 1892 | A mine explosion occurred in Roslyn and 45 miners lost their lives. |
| 1896 | A diphtheria outbreak occurred in the area. |
| 1902 | Cle Elum incorporated and the first town council was organized. |
| 1910 | The population of Roslyn peaked at about 4,000 and nearly 2,000,000 tons of coal was mined each year in the area. |
| 1916 | A snow storm stranded trains in Cle Elum for a week and 200 coal miners shoveled snow in the train yard. |
| 1920s and 1930s | Irrigation technology improved and sophisticated systems were constructed. Campgrounds were developed in the area. |
| 1963 | The last coal mine closed, and the area's population declined. |
| 1970s | Hollywood discovered the upper county. *The Runner Stumbles*, starring Dick Van Dyke, was filmed in 1978. |
| 1970s | A major landslide occurred near Thorp covering SR 10 and changed the course of the river. |
| 1976 | Alpine Lakes Wilderness was established by an act of Congress. |
| 1980s | Iron Horse State Park/John Wayne Pioneer Trail was developed. |
| 1990 | Outdoor filming of the television series *Northern Exposure* began in Roslyn and the surrounding area. |
| 1990 | The Mountains to Sound Greenway Trust was established. Greenway planning and management in ongoing. |
| 1990s | Local comprehensive plans are being developed in conjunction with the State Growth Management Act. |
| 1996 | Salmon La Sac Guard Station was restored. |
| 1996 | Trendwest Resorts announced plans to build a destination resort near Roslyn and Cle Elum. |

| | |
|---|---|
| 1997 | Planning and design efforts began on the Coal Mines Trail project. |
| 1997 | The Swift Water Corridor Vision was distributed for public review and implementation. |

## Maps of Existing Conditions and Intrinsic Qualities

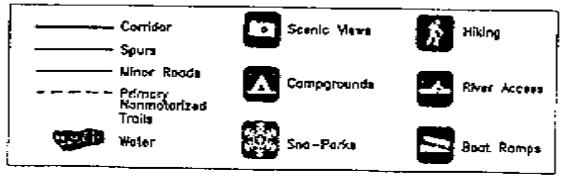
The following maps have been created to accompany the text in this section of the Vision. Due to space limitations, it was not possible to illustrate every existing feature and intrinsic quality within the corridor. The listed elements in the matrix on the previous pages provide a more complete description.



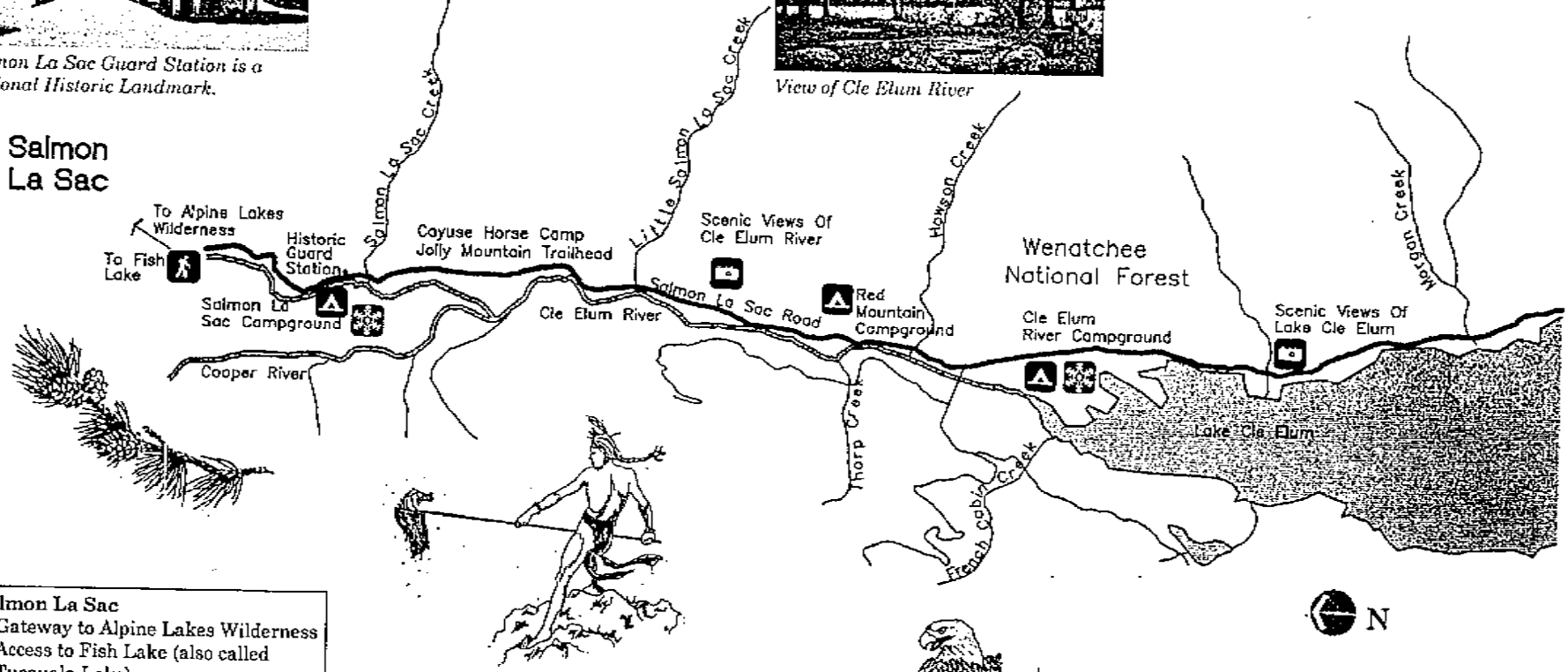
*Salmon La Sac Guard Station is a National Historic Landmark.*

*Rainbow Trout*

*View of Cle Elum River*




## Salmon La Sac

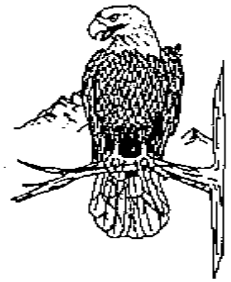



**Salmon La Sac**

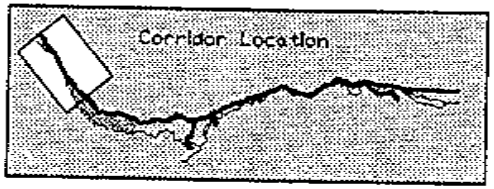
- Gateway to Alpine Lakes Wilderness
- Access to Fish Lake (also called Tucquala Lake)
- Many Trails for Hiking and Horseback Riding
- Sno-Park for Snowmobiling
- Historic Mining Activities: China Point, Skookum Copper Mine, Fortune Creek Placermining, Camp Creek/Galena City



*Native Americans frequently camped in the Cle Elum River Valley to fish, hunt, and gather berries and other food. They fished for salmon from the river using net-like "sacks" made from cedar bark, the origin of the name "Salmon La Sac." Today, salmon are rare in this area, but rainbow trout fishing is a popular recreational activity throughout the valley.*

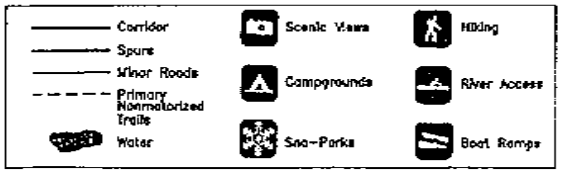


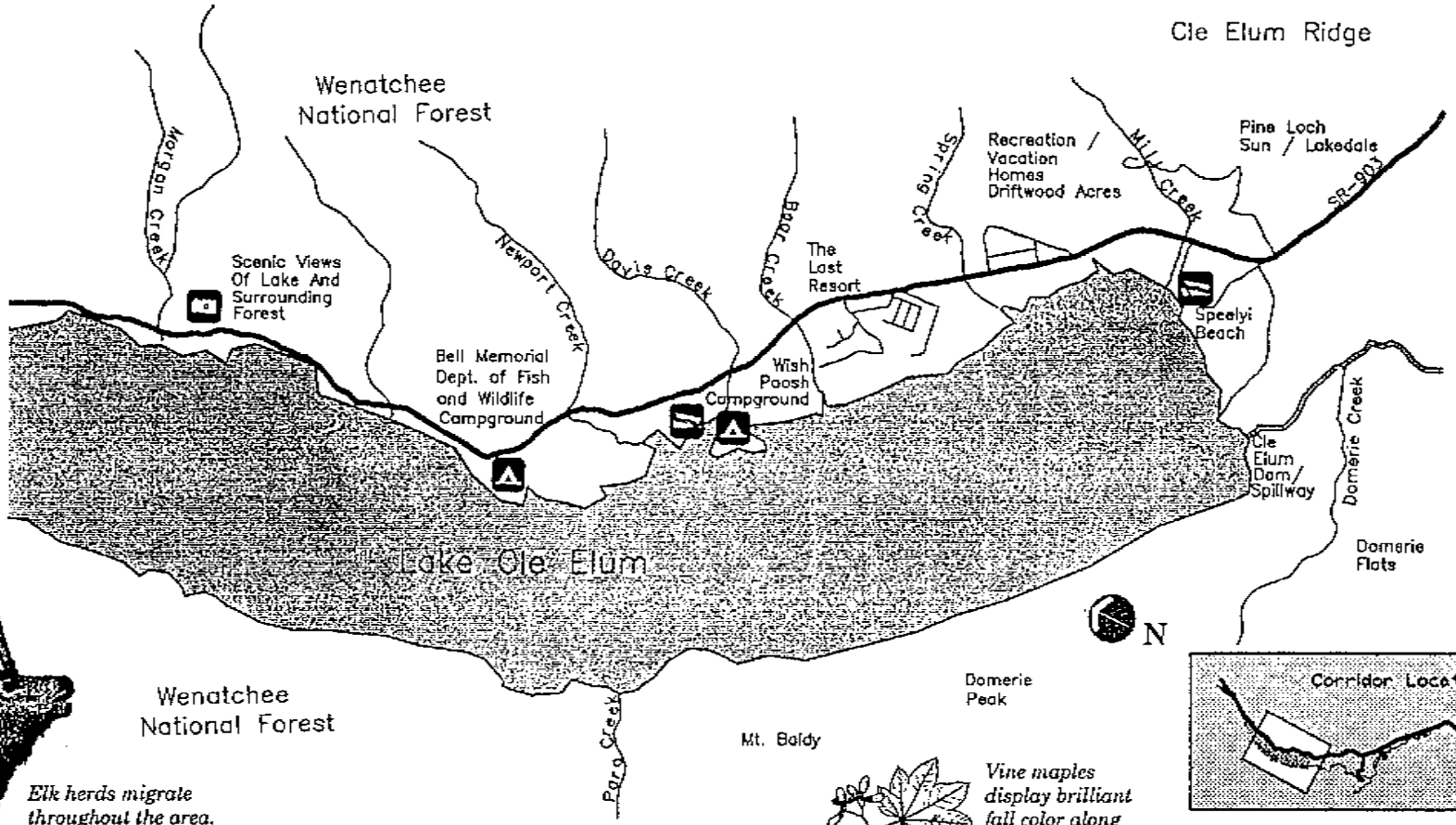
*There are many wildlife viewing opportunities along the corridor.*



*View of Lake Cle Elum at Pull-Off at End of SR 903*

*The Legend of Wish Poosh and Speelyi*
*Native American legend tells of a terrible fight between Wish Poosh, the giant beaver monster, and Speelyi, the ever-present coyote. The fight resulted in the formation of several lakes and rivers, as well as the creation of various tribes in the region (see Vision text).*





*Elk herds migrate throughout the area.*

*Vine maples display brilliant fall color along this section of the corridor.*

**Roslyn and Ronald**

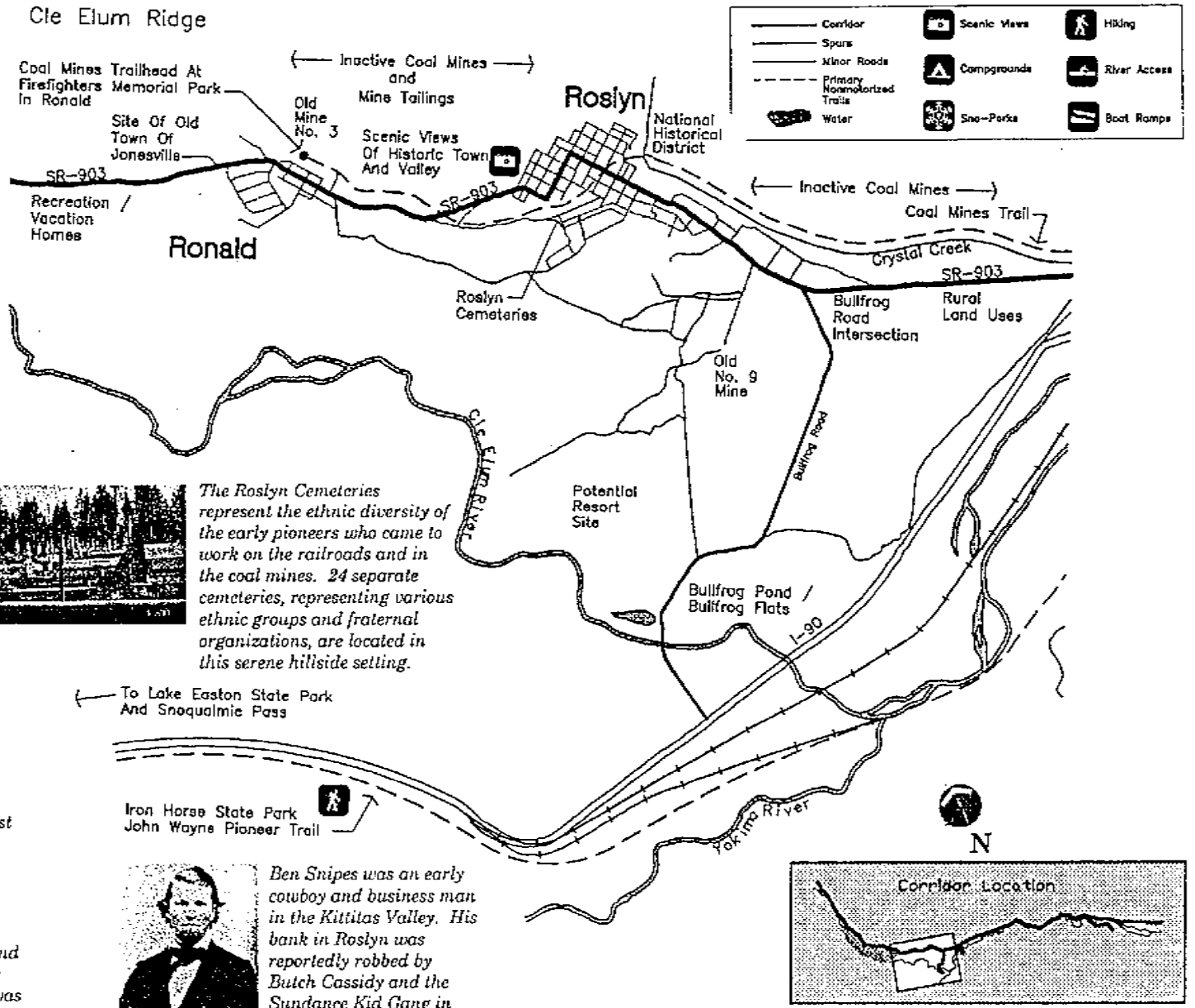
- Mountain setting provides a scenic backdrop for these historic towns
- Towns developed in late 1880s as a result of the coal industry and railroads
- Roslyn is listed as a National Historic District
- Foresty, tourism, and recreation are now the major industries of the area
- Filming of *Northern Exposure* in Roslyn boosted tourism
- A few of the many historic buildings and sites to visit include: City Hall, Roslyn Museum, Northwestern Improvement Company Store, Bank Building at First and Pennsylvania, Mt. Pisgah Presbyterian and Immaculate Conception Churches, and the Roslyn Cemeteries

*Roslyn's oldest structure was built around 1880 by a prospector/homesteader named Nez "Cayuse" Jensen. Jensen mined coal by hand and hauled it by wagon to Ellensburg before railroad lines were built.*

*The Roslyn Cemeteries represent the ethnic diversity of the early pioneers who came to work on the railroads and in the coal mines. 24 separate cemeteries, representing various ethnic groups and fraternal organizations, are located in this serene hillside setting.*

*Jonesville was a company town just north of Ronald operated by the Roslyn Fuel Company. The houses were later razed or moved and the Alpine Veneer Company Plant was built at the site.*

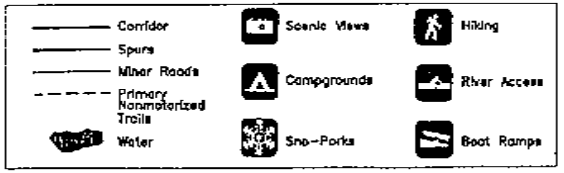
*Ben Snipes was an early cowboy and business man in the Kittitas Valley. His bank in Roslyn was reportedly robbed by Butch Cassidy and the Sundance Kid Gang in 1892.*

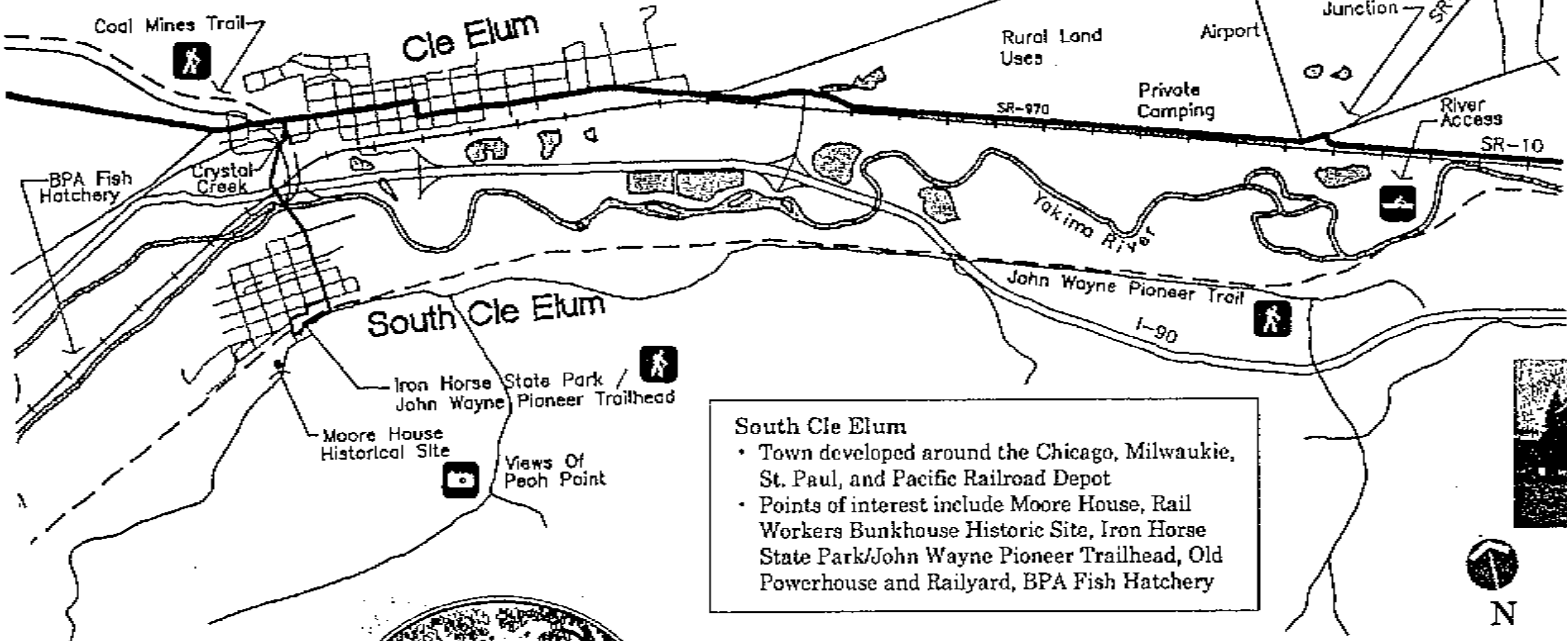


*Thomas Gamble was one of the founders of Cle Elum and the first town mayor in 1904.*

**Cle Elum**
- Town was founded by Walter J. Reed in mid 1880s
- Homesites were built around the Northern Pacific railroad depot
- Barbara Reed, the wife of Walter, specifically requested that Cle Elum streets be wider than in typical towns of the time period
- Points of interest include Carpenter House Museum, Telephone Museum, Cle Elum Bakery
- Commercial hub of upper valley with several hotels and tourist accommodations

*The roadside stop at the Teanaway Junction is currently closed.*



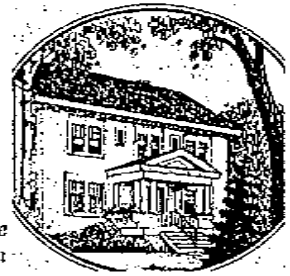




*The Chicago, Milwaukie, St. Paul, and Pacific Railroads built this substation near the South Cle Elum depot following electrification of the rail line. State Parks plans to purchase the building for an interpretive center.*

**South Cle Elum**
- Town developed around the Chicago, Milwaukie, St. Paul, and Pacific Railroad Depot
- Points of interest include Moore House, Rail Workers Bunkhouse Historic Site, Iron Horse State Park/John Wayne Pioneer Trailhead, Old Powerhouse and Railyard, BPA Fish Hatchery

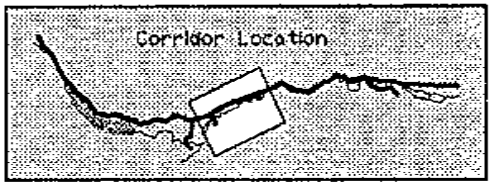
N

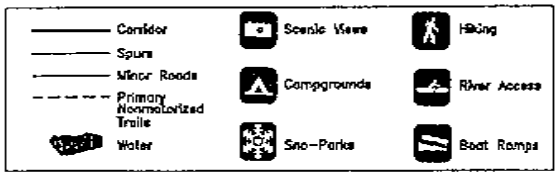
*The John Wayne Pioneer Trail is a cross-state nonmotorized trail that is accessible in South Cle Elum.*



*Carpenter House Museum in Cle Elum*

*Rafting on the Yakima River is one of the prime recreational activities, but more public access points to the river are needed.*






Big Lake

Scenic View of Stuart Range And Surrounding Countryside

Lookout Mountain

Cabin Lake

Little Lake

River Access

SR-10

Teanaway River

Taylor Road

River Access

John Wayne Pioneer Trail

Hart Road

I-90

Bristol Flat

Historic Waterwheel Site

SR-10

Horseshoe Canyon

Road Travels Through Canyon In This Area

Open Range / Agriculture

SR-10

Swauk Creek

Morrison Canyon

John Wayne Pioneer Trail

YAKIMA RIVER

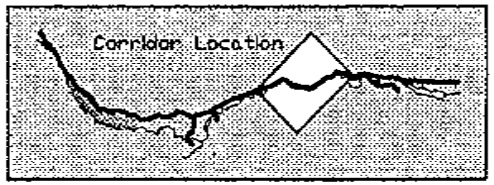
Thorp Prarie

I-90

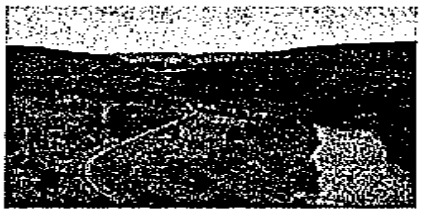
N

*The Yakima River has always been and continues to be an important source of water for valley farming and ranching operations. Remnants of old flumes are visible along SR 10.*

*Andrew Jackson Splawn, beloved pioneer of the valley and author of the book, Kamiakin, about a great Native American Chief. Splawn had a special interest in recording and preserving the heritage of the open range.*



*Osprey, as well as many other species of birds and wildlife, are commonly found along the Yakima River.*



*Scenic Viewpoint of the Yakima River and Valley*

**Thorp**
The unincorporated town of Thorp grew up around the Thorp Grist Mill. Today, agriculture remains as the primary industry of the area and mainstay of the community.

*Hayward Hill is famous for its spectacular display of wildflowers in late spring/early summer.*



*Flyfishing is a popular recreational activity on the Yakima River.*

*There are several unique geologic features of the area, including this example of an Ellensburg formation of sandstone. Ellensburg Blue Agates are found only within a 20-mile radius of Ellensburg. The rare stone is famous throughout the world for its unique beauty. Rich beds have been found in the hills north of Thorp.*

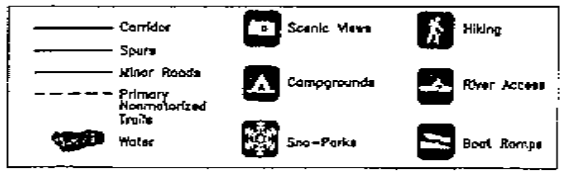


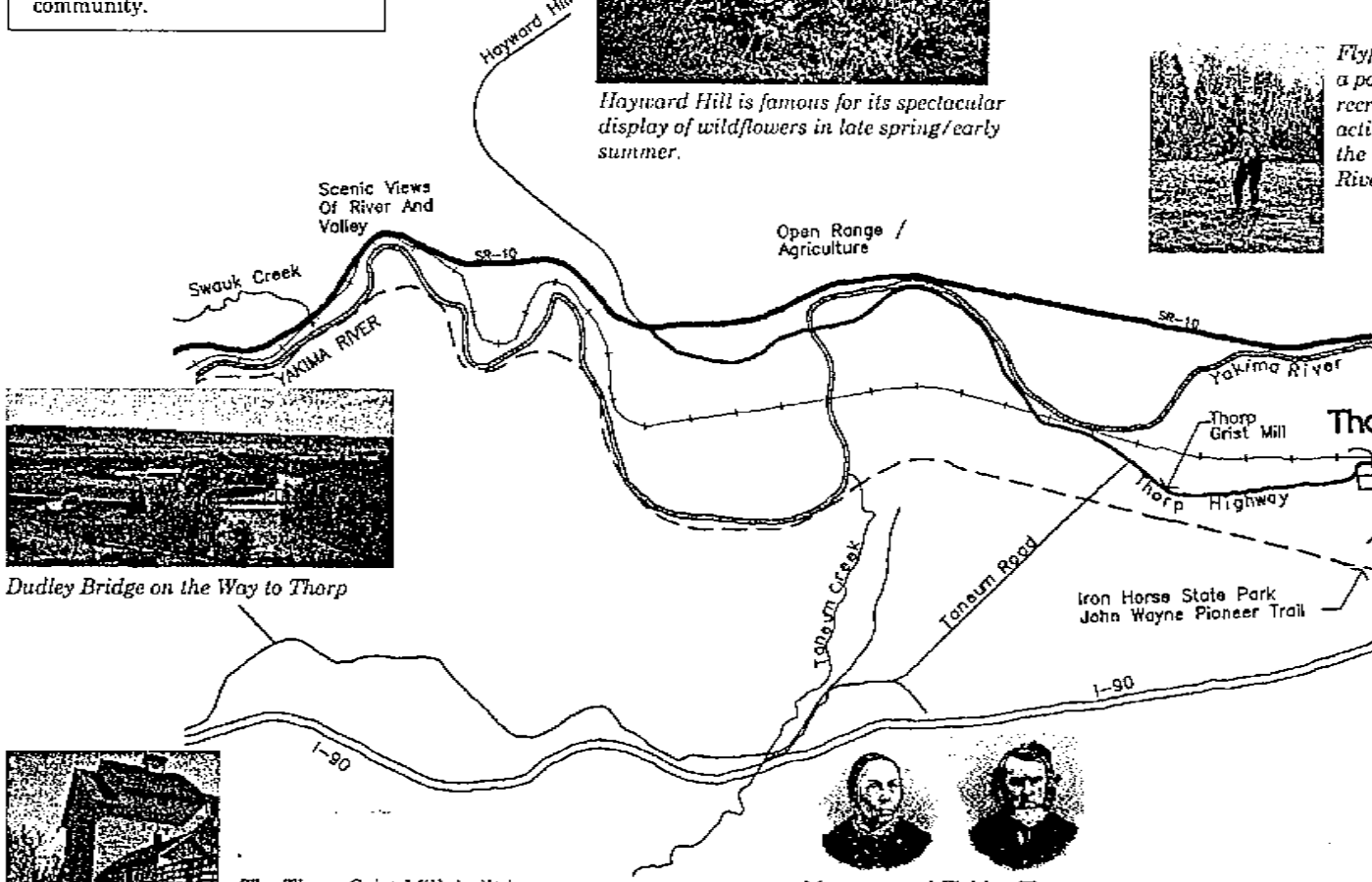
*Dudley Bridge on the Way to Thorp*

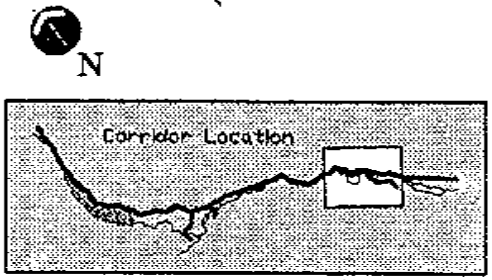
*The Thorp Grist Mill, built in 1883 by Oren Hutchinson, is the only grist mill of its kind left in Washington.*



*Margaret and Fielden Thorp were early settlers in the Kittitas Valley. They moved to the area in 1868 with their nine children.*



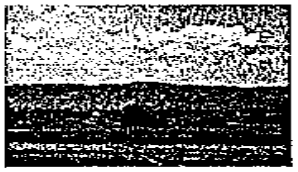



**Origins of Geographic Names**
The Native American Chinook language was not easily interpreted by early settlers so there were often conflicting opinions about the origins of certain names.

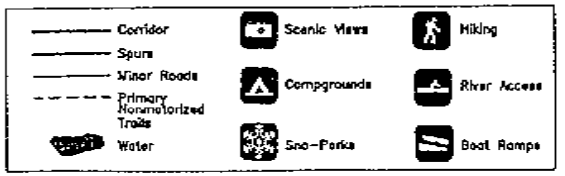
| Kittitas | Yakima | Cle Elum |
|---|---|---|
| shale rock | big-bellied ones | swift water |
| white chalk | well-fed ones | earlier spellings: |
| white earth | earlier spellings: | tlie lam |
| white clay | Nee Yea Ke Ma | clealum |
| clay gravel valley | E-Yakima | |
| bread root | | |
| land of many roots | | |
| land of plenty | | |

**Ellensburg**
Charming city with historic downtown core. Original 1870 town site was a trading post near Wilson Creek known as "Robbers Roost."

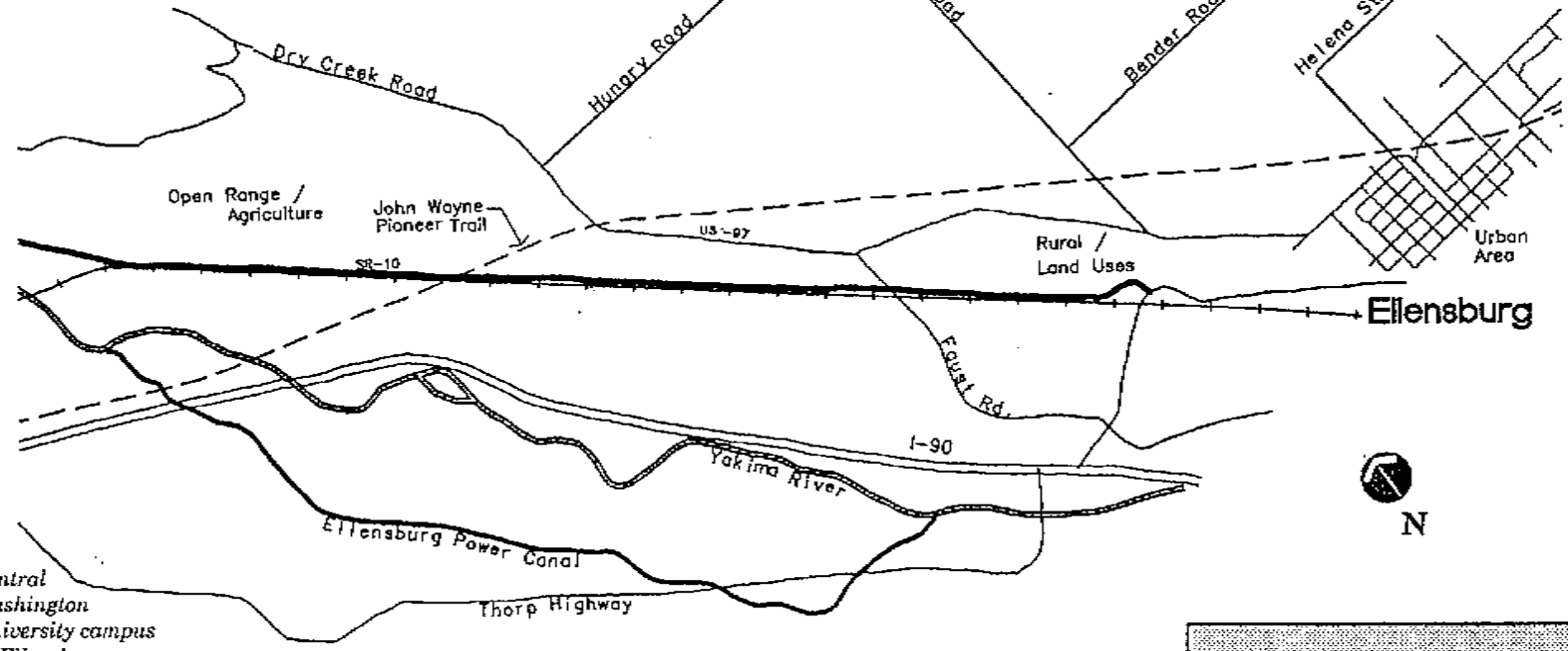
*Points of Interest:*
- Historic buildings
- Central Washington University
- John Clymer Museum and Art Galaries
- Kittitas County Historical Museum
- Fair and Rodeo grounds
- Numerous tourist accommodations



*Picturesque Pasture Lands Near Ellensburg*

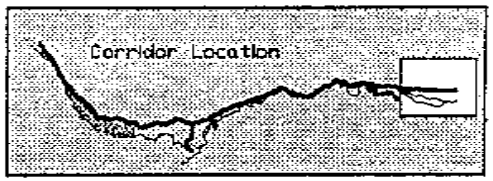


*Kittitas Valley Native American in Traditional Apparel*



*Central Washington University campus in Ellensburg displays several architectural treasures, including Barge Hall, built in 1894.*

*The Ellensburg Rodeo is a major annual event in Washington.*




*Existing Conditions and Intrinsic Qualities Map*

# Action Plan

## Action Plan Overview

***How the Action Plan Is Organized***

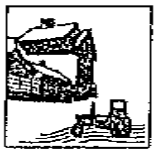
The Swift Water Corridor Action Plan first summarizes issues and considerations that were raised early in the process of developing the Vision (during meetings with the CPMT, local elected officials, and others.) A clear understanding of these issues and considerations, as well as a through knowledge of the existing conditions and intrinsic qualities of the corridor and a responsiveness to the vision statement and goals helped to shape the strategies and projects recommended by this Action Plan.

After the summary of issues and considerations, a list of suggested general strategies for the overall corridor is provided, followed by a list of suggested area and site specific strategies and projects. For each, a brief description of the project is given, followed by a discussion of anticipated responsibilities and coordination. Time frame goals for implementation are also identified. The following categories of time frame goals are identified for each general strategy:

| | |
|---|---|
| *Ongoing* | The action/strategy would occur continuously throughout the duration of the corridor planning and management process |
| *Immediate* | Initiate action within 1 year |
| *Near Term* | Initiate action within 3 to 6 years |
| *Far Term* | Initiate action within 10 to 12 years |

It is important to note that these time frame references are *goals*. Actual timing of implementation will depend on many factors, including the availability of funding, ability to obtain approvals and permits, the level of detail needed for design, and other influences.

Project detail sheets are provided for those actions considered to be "high priorities" by the CPMT. High priority actions are those that were identified as most important by the CPMT. The project detail sheets provide more specific information related to the suggested projects and strategies, including anticipated coordination and implementation responsibilities, potential resources that may be needed to implement the project, estimated costs



of implementation, and potential funding sources. Please refer to the list of potential funding sources in the appendix for more detailed descriptions of available funding sources and eligibility requirements.

A discussion of potential benefits that could result from implementation of the suggested actions is provided following the project detail sheets, along with a matrix that identifies the benefits related to each recommended action. The final sections of the Action Plan include a recommended interpretive program for the corridor and a summary of general design considerations that relate to project implementation. Maps are provided after the list of general and area/site specific strategies, as well as on project detail sheets to illustrate the locations of the recommended actions.

***Identifying Potential Projects and Strategies Is Only the First Step***

This Action Plan is intended to be a guide for future corridor planning, management and implementation efforts. The recommended actions are based on community input and a conceptual level of review of existing conditions. They are suggestions, not mandates or requirements. If pursued, each project will need further consideration and analysis as part of the implementation process. Further coordination with applicable regulatory agencies and other stakeholders, as well as ongoing public participation, will be necessary. Project implementation will be contingent on available funding sources and other factors. Projects potentially considered for funding through capital investment programs will be further prioritized as part of City, County, or State capital improvements programming.

Individual project sites will need to be analyzed in more detail as part of future design efforts to identify land use approval requirements, determine potential sensitive areas and required mitigation, and identify environmental and land use permitting requirements. Geotechnical analysis, wetland delineations, wildlife habitat analysis, and other types of studies may be required as part of project implementation.

Projects will need to be designed and implemented in accordance with all local, state, and federal standards and guidelines, including the *Manual on Uniform Traffic Control Devices* (MUTCD), the Washington State Department of Transportation (WSDOT) *Design Manual*

***This Action Plan is intended to be a guide for future corridor planning, management, and implementation efforts. The recommended actions are based on community input and a conceptual level of review of existing conditions. Prior to implementation, funding will need to be obtained and each project will need to be analyzed further to determine specific design treatments and development requirements.***

and other state regulations, *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway and Transportation Officials (AASHTO), the *Americans with Disabilities Act* (ADA), and other requirements, as applicable.

*Updating the Action Plan*

It is recognized that the priorities of the community may change over time, and the Action Plan may be amended as needed in the future to add new strategies and projects, to remove those that have become reality, or to reassign priority levels to the recommended strategies.

## Important Issues and Considerations

The following issues and considerations were raised early in the Vision planning process and influenced the actions recommended by this Action Plan.

- Intrinsic qualities are abundant. The corridor contains qualities that can be categorized into all six of the categories - natural, archeological, historic, cultural, recreational, and scenic.

- The corridor is already promoted as a tourism and recreational destination. With the abundance of intrinsic qualities, there is tremendous potential to draw more tourists and recreation users to the area.

- Improvements made to the corridor must minimize impacts to local agricultural activities and rural lifestyles.

- The Yakima River is a popular rafting and fishing destination. It is also a major source of irrigation and contains outfalls and diversions, that can be hazardous to river users. Any improvements should consider how best to balance these important uses.

- There is a need for more public access points to the Yakima River, as well as other bodies of water, such as Lake Cle Elum and the Cle Elum River. Several public accesses have closed in recent years (including the Dudley Road bridge site previously maintained by the DOT). Rafters and fishing enthusiasts need to have safe access to the river.

- With the reopening of the Stampede Pass rail line, train traffic has increased and will continue to increase adjacent to the Yakima River. The traffic increase creates concerns related to river access and public safety.

- There is a need for more public restrooms and rest stops along the corridor.

- There is a need for more public trash receptacles to be provided along the corridor.

- Better enforcement of current regulations (such as parking) along the corridor is needed.

- As recreation uses and tourism increase, public use of public and private (Plum Creek Timber Company) lands will need to be effectively managed to minimize dispersed impacts to the environment, including the forest, open range, and rivers.

- Rock fall and erosion occurs along the SR 10 canyon, and rock slides sometimes cover the roadway.

- Although the roadway system is reportedly operating at an adequate level along most segments of the corridor, with increased growth and tourism expected in the area, the need for improvements to correct deficiencies becomes more important. It will also be important to monitor the operation of existing roadway systems as traffic increases.

- There is a need to fix deficiencies in existing transportation systems at certain locations before promoting increased tourism and recreational activities, particularly in the Thorp area. (Existing roadway characteristics and deficiencies are described in the Existing Conditions and Intrinsic Qualities Analysis section.)

- There are adequate controls on land use and development through existing City, County, and State regulations. This Vision should not introduce additional controls or regulations on land use or restrictions on private property.

- Scenic byway designation is not necessarily the ultimate goal of this project. Some citizens have expressed concerns over the implication of scenic designation on property rights, even though research has confirmed that no additional restrictions would be required. Even if scenic byway designation is not pursued, this project can help by providing a plan for the community to use, and by suggesting various funding sources for projects.

- The corridor roadway system provides a strong and continuous linkage between the communities and towns in the Upper Kittitas County area. With ongoing citizen-based corridor management, there is tremendous potential to bring citizens together from across the region to implement the Vision in preparation for the corridor's future.

In 1993, the Kittitas County Resource Development Group Community Action Team developed the Upper

Kittitas County Community Action Plan. A questionnaire was distributed to receive input from the community and 257 responses were tallied. The top ten priorities listed in the community responses were as follows:

- Community swimming pool
- Attract small business
- Infrastructure upgrade
- Trail using old railroad grade from Cle Elum to Lake Cle Elum (coal mines trail)
- Senior/community center development
- Help local businesses stay healthy
- Historical and cultural attractions
- Cle Elum public restrooms
- Development of recreation trails and loops
- Stampede Pass railroad line

Many of the strategies and actions suggested in this Vision address these community priorities. The future corridor organization should review the action items listed in the Upper Kittitas County Community Action Plan and provide support and assistance as appropriate.

## Suggested General Strategies and Projects

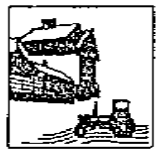
The suggested general strategies and projects are actions that apply to the entire corridor, rather than a specific location or site. Many of these recommendations relate to ongoing corridor planning and management efforts. There are also recommended strategies for programs or physical improvements that affect the overall corridor.

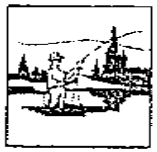
### *A. Coordinate corridor organization*

*Description* — Coordinate an expanded corridor organization made up of Corridor Planning Management Team (CPMT) members, Ad-Hoc Scenic Loop Development Committee (SLDC) members, and anyone else interested in the corridor. Membership could be open to anyone, and it may be appropriate to charge dues to cover costs of newsletters and administrative resources that will be necessary to coordinate ongoing communications with the organization. (A suggested name for the organization would be the Swift Water Corridor Partnership - see the Next Steps section.)

*Responsibilities/Coordination* — It is suggested that current members of the CPMT and SLDC meet initially to discuss the process for coordinating the organization.

*Time Frame Goal* — Immediate. It is recommended that this meeting occur soon after final publication of the Vision to keep the corridor planning momentum moving forward.





B. *Appoint a corridor board*

*Description* — The corridor organization should appoint a board from the overall corridor membership to lead and oversee future corridor planning, design, implementation, and maintenance activities. The size of the board may vary, but it is recommended that the board include representation from interests all throughout the corridor.

*Responsibilities/Coordination* — In the first or second meeting, the corridor organization could coordinate a discussion that determines who from within the group would be willing to take on leadership responsibilities, recording responsibilities, press/marketing, communications, and other ongoing tasks.

*Time Frame Goal* — Immediate.

C. ***Further develop corridor theme(s) or catch phrase(s) that correlate to the Swift Water Corridor name and intrinsic qualities***

*Description* — Develop a continuing theme/image to carry through the corridor that corresponds with the corridor name, as well as existing conditions and intrinsic qualities within the corridor. Creating a theme is important for promotional efforts and identity purposes.

*Responsibilities/Coordination* — Corridor organization can expand upon the themes and images for the corridor recommended in this Vision document as desired.

*Time Frame Goal* — Immediate.

D. ***Coordinate Swift Water Corridor logo design***

*Description* — Design or coordinate the design of a logo that reflects the chosen theme/image for the corridor, as well as intrinsic qualities of the corridor. The logo may be shown on signs throughout the corridor, and reflected in artwork, landscaping, banners, or other elements associated with the corridor. The logo can also be used on corridor organization letterhead, brochures, and maps.

*Responsibilities/Coordination* — Soon after the corridor organization is formed and the board has been appointed or elected, the board could coordinate the design of a logo. Design of the logo can be accomplished in several ways:

- A graphic artist can be retained if funding is available through either private contributions or corridor member dues.
- A contest can be held with participation throughout the region for a logo design. There are many talented artists in the area.

- If desired, the logo can be developed from images and icons provided in the Vision document (such as the "window" concept on the document cover.)

*Time Frame Goal* — Immediate.

### *E. Coordinate with staff and elected officials from local jurisdictions and agencies*

*Description* — Coordinate with representatives from local jurisdictions, as well as unincorporated towns, including Kittitas County, the City of Ellensburg, Thorp, Cle Elum, South Cle Elum, Roslyn, and Ronald, in planning efforts to minimize impacts on intrinsic qualities and the unique aspects of the corridor, and to implement action items identified by this Vision.

*Responsibilities/Coordination* — The corridor organization will be responsible for ongoing coordination efforts with local jurisdictions and community representatives. An ongoing community participation and public notification program should be developed.

*Time Frame Goal* — Ongoing.

### *F. Implement ongoing community participation plan*

*Description* — Coordinate with and inform community representatives, special interest groups, and citizens in general on a regular basis. The ongoing involvement of interested community representatives such as chambers of commerce, local recreational organizations, special interest groups, the Yakama Indian Nation, and others will be key to the success of implementing the Vision. Stakeholders within the communities along the corridor, including landowners, residents, and visitors to the area, need to be kept informed throughout the process.

*Responsibilities/Coordination* — The corridor organization will need to establish an ongoing community participation and public notification program. Suggestions for this program are provided in the Next Steps section of this Vision.

*Time Frame Goal* — Ongoing.

### *G. Participate and coordinate with other current planning efforts and projects*

*Description* — Review and support proposals outlined in existing and current planning documents that will achieve the Vision goals for the corridor. Actions, strategies,

projects, and policies are proposed in the following documents:

- Upper Kittitas County Community Action Plan
- Kittitas County Nonmotorized Transportation Plan
- Coal Mines Trail Management Plan
- Mountains to Sound Greenway
- Thorp Mill Town Program
- Quad County Regional Transportation Plan
- City and County comprehensive plans
- Other documents

The Coal Mines Trail, a community trail system currently being improved between Cle Elum, Roslyn and Ronald with a possible extension to Speelyi Beach, is an important element of the corridor. The trail provides recreational opportunities as well as connections between the communities.

*Responsibilities/Coordination* — The corridor organization should appoint someone as the planning liaison to keep the organization informed of other proposals and planning actions.

*Time Frame Goal* — Immediate and Ongoing.

### *H. Coordinate with agencies and land managers on public use and accommodation issues*

*Description* — Coordination and periodic review of the adequacy of the level of camping and recreational facilities provided is necessary as recreational uses and tourism continue to increase along the corridor.

*Responsibilities/Coordination* — The corridor organization could assign a committee or single representative to be the liaison with government agencies and private land management companies.

*Time Frame Goal* — Ongoing.

### *I. Work with applicable agencies to monitor tourism/visitor levels and associated impacts and benefits in the corridor*

*Description* — The corridor organization should work with local agencies and land managers to monitor tourism and visitor levels and associated impacts and benefits in the corridor. A study that documents the level of use currently occurring and monitors impacts or service deficiencies could be completed.

*Responsibilities/Coordination* — This could be a research project setup through Central Washington University or

another higher education institution. A member of the corridor organization could coordinate with the researcher. Surveys could be conducted, data collected and compiled, and the results presented to the corridor organization and others.

*Time Frame Goal* — Near Term and Ongoing.

### *J. Support and sponsor community and youth projects and programs related to the corridor*

*Description* — The corridor organization should work with local communities to develop programs of all types that educate young people about the corridor's unique resources and promote stewardship (elementary school field trips, special camp-outs, teen programs, tree-planting work parties, trail building, 4-H, Watershed Stewards Program, and others). It is also recommended that the corridor organization work closely with teachers, Kiwanis, Rotary Clubs, local Audubon Society chapter, granges, Eagles, and other groups to sponsor, promote, and participate in events and activities that benefit the corridor.

*Responsibilities/Coordination* — The corridor organization would initiate coordination efforts.

*Time Frame Goal* — Immediate and Ongoing.

### *K. Support and sponsor arts and cultural programs and events*

*Description* — The corridor organization should work in partnership with other organizations to sponsor events, festivals, and other activities as a promotional tool for the corridor. New events could be introduced (such as arts and crafts festival, music festivals, or food and wine tasting).

*Responsibilities/Coordination* — The corridor organization would initiate coordination efforts.

*Time Frame Goal* — Near Term and Ongoing.

### *L. Develop overall design guidelines*

*Description* — Design guidelines for signs (directional and interpretive), kiosks, and other elements for the corridor could be established in the early stages of corridor planning and management to guide future improvements

*Responsibilities/Coordination* — The corridor organization would lead the efforts to create the design guidelines, with assistance from Kittitas County, local cities and towns, and other agencies.

*Time Frame Goal* — Immediate to Near Term.

*M. Develop and implement an interpretive program*

*Description* — Develop an interpretive program that carries a theme or story throughout the corridor. Incorporate user and visitor education into interpretive signs throughout the corridor. A suggested theme for the interpretive program is described in more detail in a later section of this action plan.

*Responsibilities/Coordination* — The corridor organization would develop and oversee implementation efforts related to interpretive elements installed along the corridor. This action can begin immediately by getting involved with the current interpretive programming planned for the Coal Mines Trail and the Mountains to Sound Greenway.

*Time Frame Goal* — Immediate and Ongoing.

*N. Prepare a brochure/map of the corridor and coordinate with others who publish tourism brochures and visitors guides*

*Description* — develop a brochure for the corridor (combination tour pamphlet and user education piece) and include a map that locates intrinsic qualities (including recreational sites). Also, work with publishers and sponsors of the many brochures and visitor guides that describe recreation and tourism opportunities in Upper Kittitas County to update the information and identify the Swift Water Corridor. For example, add the Roslyn Museum and the Carpenter House Museum and Telephone Museum in Cle Elum to the brochure "The Museums of South Central Washington." At present, even though the maps show Roslyn and Cle Elum in the area, these museums are not mentioned (Thorp Mill and museums in Ellensburg are listed.) Some examples of visitors' guides and promotional brochures and publications that could be coordinated with the Swift Water Corridor organization include:

- *Annual Visitor Guide for Upper Kittitas County*
- *Kittitas the County of Contrasts*, Cle Elum/Ellensburg Chambers of Commerce
- *The Kittitas Valley's Greatest Hits*, CWU conference program brochure
- *Visit Beautiful, Fun Kittitas County*, published and distributed annually
- *Across Washington*, published by Northwest Exposure, Elizabeth Mitchell, editor
- *Washington Water Weeks Activity Guide*
- *Washington Heritage Travel Guide*
- *Museums of South Central Washington*, publisher unknown
- *Mountains to Sound Greenway*, newsletters, maps, and brochures

- *Your National Forests, America's Great Outdoors, Scenic Drives in Washington* (pending designation)
- *Welcome to the Upper Kittitas County Recreation Area,* Cle Elum Chamber
- *Thorp Grist Mill,* by the Thorp Mill Town Historic Preservation Society
- *Ellensburg,* published by Ellensburg Chamber of Commerce (as well as several other individual fold-out brochures describing historic buildings, shopping, recreation, and other tourism activities in Ellensburg)
- Another good brochure that includes certain elements and information that could be reused for the Swift Water Corridor brochure is the *Swauk Forest Discovery Trail Guide* by the USDA Forest Service, Wenatchee National Forest.

*Responsibilities/Coordination* — The corridor organization would initiate coordination with others who produce brochures, such as chambers of commerce, and state tourism offices. The corridor organization may need to retain the services of a public relations specialist and/or graphic designer to create a new brochure and map for the Swift Water Corridor.

*Time Frame Goal* — Immediate.

### *O. Update "GO DO Around Cle Elum" book*

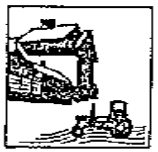
*Description* — Coordinate with the Cle Elum Chamber of Commerce and others as necessary to obtain funding to update the book "GO DO Around Cle Elum," an excellent source of information for visitors to the area, prepared by the Cle Elum Chamber of Commerce. Perhaps the name of the book could be changed to "Things to Do in the Swift Water Corridor."

*Responsibilities/Coordination* — The corridor organization could initiate coordination efforts and assist in obtaining funding, reviewing, and providing input for the project.

*Time Frame Goal* — Near Term.

### *P. Organize new tours or promote corridor opportunities through existing touring programs*

*Description* — New tours of the corridor could be organized (such as vine maple tours, spring green-up, wildflowers, four season promotions, and bicycling tours), and existing tours could be enhanced, with promotional efforts related to the corridor. Another possibility is to put together a new driving tour program with a brochure and cassette tape that plays messages relaying historical



information or interesting information at every stop. The tapes can be sold for a fee that supports production costs. This program has been well-received where it has been tried at other heritage corridors. There is an opportunity to coordinate with the business community to include advertising, which can help fund the project. There should be a sensitivity to not making the tour seem too commercially driven. It may also be necessary to include some sort of disclaimer related to liability.

*Responsibilities/Coordination* — The corridor organization could initiate this action, working closely with local chambers of commerce and community representatives. It may be necessary to work with a local public relations specialist. Private corporations and businesses could provide funding in exchange for acknowledgment and advertising.

*Time Frame Goal* — Near Term.

Q. ***Coordinate with the Watchable Wildlife Program***

*Description* — Pursue the possibility of creating designated wildlife viewing sites at appropriate points in the corridor through the Watchable Wildlife Program (coordinated through Washington Heritage Corridors Program).

*Responsibilities/Coordination* — The corridor organization should work with the Heritage Corridors office to determine potential sites to be included in the program.

*Time Frame Goal* — Near Term.

R. ***Work with local media (newspapers, radio, television) to promote awareness of the corridor***

*Description* — In order to further promote and market the corridor as a tourism destination, it will be important to coordinate with local media for promotional campaigns and public service announcements for events sponsored by the corridor organization.

*Responsibilities/Coordination* — The corridor organization should select someone to be the public relations or media liaison from the group.

*Time Frame Goal* — Immediate and Ongoing.

S. ***Improve angler and boater access points to the Yakima River***

*Description* — Seeking additional opportunities for the public to access the Yakima River and other water bodies,

as well as working with applicable agencies to ensure that this public use is managed effectively, is a primary interest of the corridor organization. Area and site specific strategies for developing river access points are discussed following this list of general strategies.

*Responsibilities/Coordination* — The corridor organization could work with other agencies to determine possibilities for additional public access and to consider methods for better management of existing public recreational use of the river and surrounding environment.

*Time Frame Goal* — Immediate and Ongoing.

*T.* ***Provide directional signs throughout the corridor to assist with way-finding***

*Description* — Additional signs could be installed to assist corridor visitors with way-finding and to identify points of interest located off the main route.

*Responsibilities/Coordination* — It will be important for the corridor organization to work with the applicable local jurisdiction, as well as WSDOT to help ensure that design and placement of signs does not affect intrinsic qualities of the corridor.

*Time Frame Goal* — Near Term.

*U.* ***Encourage the renovation and reuse of existing historic structures for community uses and tourism activities***

*Description* — Citizens along the corridor have expressed interest in seeing abandoned historic structures reused for potential public functions or private enterprise, (such as a visitors' center, recreational outreach center, or community services).

*Responsibilities/Coordination* — The corridor organization can support this interest by working with building owners and responsible jurisdictions when opportunities arise.

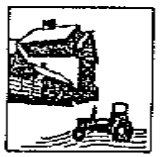
*Time Frame Goal* — Near Term and Ongoing.

*V.* ***Support the existing "River Clean-Up" program every fall***

*Description* — Central Washington University sponsors a clean-up program every fall along the Yakima River.

*Responsibilities/Coordination* — The corridor organization could co-sponsor this effort and provide support as well as promotional assistance.

*Time Frame Goal* — Immediate and Ongoing.



*W.* ***Implement roadside clean-up programs for areas where none exist and support existing clean-up programs***

*Description* — Roadside clean-up programs currently exist in some locations along the corridor, but additional efforts are needed.

*Responsibilities/Coordination* — The corridor organization should work with WSDOT, Kittitas County, schools, and other sponsoring agencies to implement a corridor wide clean-up program. The program could be newly organized and coordinated to ensure that clean-up efforts are more consistent and effective.

*Time Frame Goal* — Near Term.

*X.* ***Implement a road sharing safety campaign***

*Description* — A public information campaign with brochures, videos, posters or other tools that educate drivers, bicyclists, equestrians, pedestrians, snowmobilers and others about the importance of road sharing could be established for the corridor. This effort could be part of an overall corridor safety campaign (similar to the Canyon Corridor Safety Program), or could be limited to just road sharing advice.

*Responsibilities/Coordination* — The corridor organization could work with other agencies to develop the program. It may be necessary to retain graphic artists or others to prepare the campaign materials.

*Time Frame Goal* — Near Term.

*Y.* ***Work with local and state law enforcement to improve the level of service within the corridor***

*Description* — Local and state law enforcement needs to be responsive to potential increases in tourism and recreational use of the corridor and related traffic.

*Responsibilities/Coordination* — The corridor organization representatives could meet regularly with law enforcement representatives to discuss problems and areas where additional service is needed. If resources are limited, other options besides patrolling (such as signing, public information campaigns, or other tools) could be used to enforce existing regulations and encourage safety.

*Time Frame Goal* — Immediate and Ongoing.

*Z.* ***Encourage a private-enterprise passenger tourism train service between destination points within the corridor***

*Description* — Citizens have expressed interest in promoting the strong history of railroads in the area, as well as marketing tourism opportunities through development of a local tourism trail service or narrow gauge railroad. The train could provide service during certain seasons (such as the Ellensburg Rodeo to Cle Elum, or a fall pass tour) or as a special type of service (such as a dinner train, historic program, or mystery performance).

*Responsibilities/Coordination* — The corridor organization could contact those in the Puget Sound Region who have developed similar enterprises. The corridor organization could actively pursue private funding or private/public funding partnerships to create the attractions and services.

*Time Frame Goal* — Far Term.

*AA.* ***Provide incentives to local business, property owners, and others and cooperate with them to repair and cleanup properties and restore historic elements***

*Description* — In an overall effort to improve the aesthetics of the corridor, there may be a need to encourage local businesses and property owners to repair and clean up properties and restore historic elements.

*Responsibilities/Coordination* — The corridor organization could research potential funding sources to provide an incentive to property owners. Another idea is the sponsoring of a clean up restoration contest. The organization could work with local groups and volunteer services to perform clean up and repair activities for those who may not be able to do it on their own.

*Time Frame Goal* — Immediate and Ongoing.

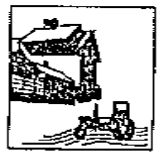
*BB.* ***Provide advance signing for viewpoint areas, primarily on SR 10, SR 903, and Salmon La Sac Road***

*Description* — Advance signing is needed throughout the corridor to alert drivers of upcoming pull off and viewpoint areas.

*Responsibilities/Coordination* — Kittitas County, WSDOT, and local jurisdictions would be responsible for installing the signing. The corridor organization should work with these agencies to determine specific locations where these signs are needed and assist in obtaining funding for the signs or in installing the signs.

*Time Frame Goal* — Immediate.





*CC. Provide advance warning for major intersections and turnoffs along the corridor*

*Description* — Advanced signing for intersections and turn-offs will assist motorists and corridor users in finding their way.

*Responsibilities/Coordination* — Local jurisdictions should coordinate street and roadway signs to ensure that street and roadway names are consistent. The corridor association should work with the applicable agencies to determine where signs are needed.

*Time Frame Goal* — Near Term.

*DD. Work with others to support development of additional tourism and destination recreational opportunities in the region*

*Description* — As tourism and recreational use increases in the corridor and the surrounding region, there may be opportunities to develop additional activities to serve the growing numbers of users (such as more golf courses, equestrian facilities, cross-country ski areas, disc golf, and orienteering).

*Responsibilities/Coordination* — The corridor organization should work with public agencies and private corporations to assess opportunities for additional facilities and support these projects as opportunities arise. It will also be important to ensure that development of these projects is sensitive to preserving and enhancing the intrinsic qualities of the corridor.

*Time Frame Goal* — Near Term.

## Suggested Area and Site Specific Strategies and Projects

Suggested area and site specific strategies and projects are listed below, followed by brief descriptions, anticipated responsibilities, coordination related to the strategy, and time frame goals. For those strategies and projects that have been identified as "high priorities," this information is provided on the project detail sheets following this list. The time frame goals use the same categories as those used for the general strategies — ongoing, immediate, near term, and far term. Time frame goals for high priority projects are described more specifically on the project detail sheets. Maps illustrating the locations of these recommended actions are included following these descriptions.

*Suggested for Salmon La Sac Road from Salmon La Sac Campground to South End of Lake Cle Elum*

1. ***Salmon La Sac Guard Station Interior Restoration and Development into Visitor Center/Interpretive Center***

This action would involve the restoration of the interior of Salmon La Sac Guard Station and create an interpretive/ information/visitors center. (High Priority Action, see project detail sheet on page 141.)

2. ***Continue to coordinate with Mountains to Sound on proposed interpretive signing.***

*Description* — Coordinate with Mountains to Sound Greenway on the interpretive signing currently being designed for installation outside the guard station at Salmon La Sac. Additional interpretive information and signs at Salmon La Sac can be installed in the future if desired, and design of such facilities should be compatible with other interpretive elements there.

*Responsibilities/Coordination* — The Forest Service is the responsible land owner and manager. The corridor organization could assist the Forest Service in coordination efforts for interpretive signing. Other agencies and organizations that might be involved include Kittitas County, Plum Creek, and recreational groups.

*Time Frame Goal* — Immediate and Ongoing.

3. ***Install enhancements and an information kiosk that identify Salmon La Sac as the northwestern terminus of the corridor.***

*Description* —As part of other improvements in the Salmon La Sac area, there may be an opportunity to create a kiosk or other feature that identifies this as the northwestern terminus of the corridor. Information about the corridor could be provided, along with brochures, maps, and guides.

*Responsibilities/Coordination* — The Forest Service is the land owner and manager in this area. The corridor organization could assist the Forest Service by obtaining funding and helping to implement the project. Other agencies and organizations that might be involved include Kittitas County, Plum Creek, and recreational groups.

*Time Frame Goal* — Near Term.

4. ***Install interpretive signs at existing road pull-offs on Salmon La Sac Road and at new pull-offs, campgrounds, or other appropriate locations.***

*Description* —There is an opportunity to interpret the rich culture, natural resources, and history of the area at appropriate locations along Salmon La Sac Road. Interpretive suggestions — Native American history, wildlife commonly seen, pioneers, mining activities, geology, logging, stewardship and recreation use education, land ownership (checkerboard pattern), and management responsibilities.

*Responsibilities/Coordination* — Kittitas County would need to coordinate with the Forest Service and other land owners and managers for interpretive signs and elements installed within the right-of-way. The corridor organization could provide support and assistance.

*Time Frame Goal* — Near Term and Ongoing.

5. ***Signing for Bicycles on Salmon La Sac Road***

Install bike route signs and provide driver and bicyclist education for sharing the road with each other and other users (High Priority Action, see project detail sheet on page 143).

6. ***Salmon La Sac Speed Limit Study***

Conduct speed limit analysis to determine if speed limits should be adjusted (High Priority Action, see project detail sheet on page 144).

7. ***Provide additional scenic viewpoints/road pull-offs along Lake Cle Elum***

*Description* — It is recommended that additional lake viewing opportunities be created along Salmon La Sac Road through the installation of additional scenic viewpoints and road pull-offs. Also, the corridor organization and Kittitas County could work with adjacent land owners to remove brush and smaller trees to open up view corridors at desired locations. Interpretive signs and monuments can also be included at these locations.

*Responsibilities/Coordination* — Corridor organization could take the lead in pursuing additional viewpoint and pull-off areas. Kittitas County would be the lead agency. Coordination with private and public land owners and managers would be needed.

*Time Frame Goal* — Near Term.

*8. Provide advance signing for roadway pull-offs*

*Description* — The use of existing and future roadway pull-offs could be improved with advance signing to alert drivers of the upcoming opportunity. The following segments of the corridor need to be further analyzed to determine where signs should be placed: Salmon La Sac Road, SR 903, and SR 10. If future roadside stops or pull-offs are constructed on other roadways in the corridor, advance signing should be placed there as well.

*Responsibilities/Coordination* — Each agency responsible for maintenance and operations (Kittitas County, WSDOT, or others) would need to determine specific locations for signs and obtain funding for installation. The corridor organization can provide guidance.

*Time Frame Goal* — Near Term.

*9. Provide signs to Speelyi Beach*

*Description* — Speelyi Beach is not identified by signing on the main corridor route. It would be helpful to visitors to know which road to turn off to get to this beautiful picnic, swimming, and boating destination.

*Responsibilities/Coordination* — Speelyi is managed by the Forest Service so signing would need to be coordinated through them. However, funding is limited, so the sign could be funded through private fundraising efforts or grants or private/public partnerships, as feasible.

*Time Frame Goal* — Immediate.

*10. Work with USFS and other land managers to determine the need for expanded recreation/ camping facilities and increased public access to Lake Cle Elum*

*Description* — As tourism and recreational uses in the area continue to increase, it will be important to determine the need for expanded facilities. Consideration could be given to revising the policy of allowing dispersed recreational use, and developing more formal recreational spots to focus use and related impact to manageable areas. A study of use should be conducted over the course of three to five years to document existing visitation and yearly growth. A survey of recreational users and tourists could be combined with this study to determine perceptions related to adequacy or inadequacy of facilities.

*Responsibilities/Coordination* — The Forest Service should lead the effort but there are limited resources for them to conduct a study. Private/public partnerships

should be pursued to fund the study. Students from CWU or other schools may be able to help gather data and conduct surveys.

*Time Frame Goal* — Near Term for the study and Ongoing for actions in response to the study. (The need to complete this action will intensify as tourism and recreational uses increase in the area.)

### *11. Conduct analysis to evaluate the existing shared roadway use with snowmobiles*

*Description* — SR 903 and Salmon La Sac Road currently provide important access to winter recreation opportunities including cross-country skiing and snowmobiling. As this use increases, it will be important to implement a program that continues to accommodate snowmobiles and other vehicles, as well as parking on these roads. A study needs to be completed to analyze road sharing and parking options for Salmon La Sac Road (Note: State law prohibits the operation of snowmobiles on state highways.) The study needs to analyze the best ways to manage snow removal and snowmobile use.

*Responsibilities/Coordination* — Kittitas County could pursue funding for the study and coordinate the study efforts. Other special interest groups may want to provide input and be involved in the study.

*Time Frame Goal* — Near Term.

## *Suggested for SR 903 from the South End of Lake Cle Elum to Roslyn*

### *12. Realign highway curves in the vicinity of Patrick Mine Road and Lake Cabins Road for safer travel and improved sight distance*

*Description* — These curve realignment projects are located on SR 903 in the vicinity of milepost 7.54 to 7.62 (Patrick Mine Road) and 9.09 to 9.35 (Lake Cabins Road) and have been identified in the Washington State Highway System Plan as safety improvements that are necessary due to roadway geometrics and other factors at these locations. Realignment of these curves would provide improved sight distance and safer travel. WSDOT estimates that the cost to realign these curves would be approximately $2,150,000.

*Responsibilities/Coordination* — The project would be planned, designed, and constructed under the supervision of WSDOT. Coordination with Kittitas County, adjacent land owners, and the local communities of Ronald and Roslyn would be necessary.

*Time Frame Goal* — Far Term (due to limited availability of funding for this type of project).

*13. Consider Ronald streetscape enhancements and pedestrian improvements/roadway improvements*

*Description* — Streetscape improvements within the limits of Ronald would help better organize traffic flows with designated parking areas and travel lanes. Enhancements such as trees, planters, benches, or other elements, as well as a continuous sidewalk/pathway on one or both sides of the highway, could be provided as part of this project. Pedestrian crossings at appropriate locations could also be included (for access from the southwest side of town where the school is to the store on the northeast side of the highway).

*Responsibilities/Coordination* — WSDOT would be the lead agency for improvements of the state highway. Coordination with Kittitas County and the Ronald community will be important. These improvements shouldn't be pursued unless the community is interested and supportive.

*Time Frame Goal* — Far Term.

*14. Install interpretive elements in publicly visible locations (Firefighters Memorial Park, road pull-offs, the Last Resort, and others)*

*Description* — Interpretive suggestions for this segment: History of Jonesville, mining/pioneers history, town development. Signs/panels could be installed as part of the Coal Mines Trail project.

*Responsibilities/Coordination* — Kittitas County would be the lead agency. Coordination with the local community would be needed. Funding could be obtained from public or private sources, or a combination of the two.

*Time Frame Goal* — Near Term.

*15. Install enhancements at the Coal Mines Trailhead located at the Fire Fighter's Memorial Park*

*Description* — Plans for improvements at this trailhead location (such as picnic tables, landscaping, and a water trough) are in process.

*Responsibilities/Coordination* — Kittitas County and the Coal Mines Trail Commission are the primary

coordinators of this project and planning is already in process. The local Ronald community is also involved in the process. The corridor organization should provide support and assistance to these efforts.

*Time Frame Goal* — Immediate.

### *16. Widen roadway shoulders in some locations to facilitate better nonmotorized access.*

*Description* — This project would retain 12-foot travel lanes on SR 903, widen shoulders to 4 feet on both sides and provide stormwater runoff facilities. WSDOT estimates that the cost of constructing these improvements from milepost 7.54 to milepost 10.06, from Ronald to the National Forest Boundary, would be approximately $760,000.

*Responsibilities/Coordination* — WSDOT would be responsible for the improvements to the state highway. Coordination with Kittitas County, the Forest Service, and local communities would be needed.

*Time Frame Goal* — Far Term (unless funding can be obtained through ISTEA or another source within a nearer time frame).

### *17. Conduct analysis of snowplowing operations in Ronald area; implement actions to improve snowplowing operations*

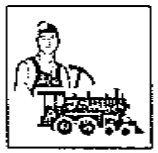
*Description* — Concerns have been expressed about the problem of snow removal and limited space for snow storage in Ronald. This analysis would consider potential solutions to this problem. The study could be combined with the road share analysis suggested as project #11.

*Responsibilities/Coordination* — WSDOT and Kittitas County would be the primary agencies involved. There may be an opportunity to store snow on available land owned by others in the area, so coordination with local landowners may also be necessary.

*Time Frame Goal* — Near Term.

### *18. Realign highway curve in the vicinity of Fanhouse Road for safer travel*

*Description* — This roadway curve, located at milepost 7.02 to 7.06, is identified in the Highway System Plan as a potential safety improvement. This project would construct a larger radius curve at this location. Considerable earth work and a possible retaining wall would be required. WSDOT estimates the cost of the project at approximately $2,000,000.



*Responsibilities/Coordination* — The project would be planned, designed, and constructed under the supervision of WSDOT. Coordination with Kittitas County, adjacent land owners, and the local communities of Ronald and Roslyn would be necessary.

*Time Frame Goal* — Far Term.

*19. Realign highway curves in the vicinity of Horvatt Road for safer travel and improved sight distance*

*Description* — These curves, located at milepost 6.58 to 6.67 and 6.79 to 6.91, have been identified in the Highway System Plan as potential safety improvements. These projects would realign the curves for safer travel and improved sight distance. WSDOT estimates the cost of completing these projects at approximately $2,450,000. Responsibilities/Coordination — The project would be planned, designed, and constructed under the supervision of WSDOT. Coordination with Kittitas County, adjacent land owners, and the local communities of Ronald and Roslyn would be necessary.

*Time Frame Goal* — Near Term (funding options should be pursued within the next year).

*20. Design and construct intersection improvements at the Horvatt Road intersection and Coal Mines Trail crossing*

This is a high priority project. Refer to project detail sheet, page 145.

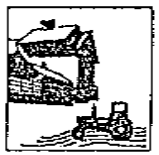
*Suggested for SR 903 through Roslyn to Bullfrog Road Intersection*

*21. Provide pedestrian signs and crosswalk markings at areas where pedestrians cross most frequently*

This is a high priority project. Refer to project detail sheet, page 146.

*22. Roadway improvements on SR 903, between Roslyn Creek and California Avenue, South of Roslyn*

*Description* — This project would retain 12-foot travel lanes and widen roadway shoulders to 8 feet on both sides from milepost 2.29 to 5.08. The project would also provide adequate drainage and install illumination as warranted. WSDOT estimates that the cost of this project would be $2,000,000.



*Responsibilities/Coordination* — WSDOT would be the lead agency, and coordination with the City of Roslyn and Kittitas County would be necessary.

*Time Frame Goal* — Far Term.

### *23. Set up a corridor information center*

*Description* —Since Roslyn and Cle Elum are located in the central portion of the corridor, this is a good place to set up a corridor display and information center. The display could be located in the existing museum or at another location frequently visited by tourists (the library, the Brick, or other location). Another option would be to locate the display in Cle Elum (or two displays - one in each town.) The proposed information/visitors center at the railroad wye in Cle Elum would also be a good location (see project number 52.)

*Responsibilities/Coordination* — The corridor organization would need to work with a public relations company, or on its own to develop the display materials, including a brochure and map of the corridor. The corridor organization could obtain assistance and possibly funding from chambers of commerce, and local businesses. Final coordination would involve finding a location for the display and making arrangements for ongoing upkeep.

*Time Frame Goal* — Immediate (it is suggested that plans for this information center be developed within the coming year).

### *24. Supplement existing interpretive elements and public art in Roslyn*

*Description* — Interpretive elements and public art could be installed at appropriate locations in Roslyn to supplement existing interpretive signs and displays (including the recently installed Coal Miners Memorial). Suggested topics: mining, pioneers, cemetery, pioneer families, town development pattern, and architectural elements.

*Responsibilities/Coordination* — The corridor organization would be responsible for overseeing the interpretive programming and installation of interpretives related to the program. Citizens from the local communities and other interested groups may also be involved. The corridor organization could seek out artists, art associations, or foundations that may be interested in donating public artwork to the town on loan for public viewing. The organization would also need to coordinate with property owners to find sites for the art displays.

*Time Frame Goal* — Near Term.

25. ***Work with Roslyn to coordinate design and implementation of streetscape improvements along the most-traveled streets in the town core***

*Description* — Sidewalks, street trees, planters, benches, street lighting, and other improvements could be added to enhance the Roslyn town center. These improvements should be designed to reflect the historic character of the town. Improvements will help to organize parking and traffic flows and provide better travel opportunities for pedestrians.

*Responsibilities/Coordination* — The City of Roslyn would take the lead in completing this project. Coordination with WSDOT, Kittitas County, and others would be needed.

*Time Frame Goal* — Near Term.

26. ***Coordinate with current efforts to develop trailhead improvements at the Roslyn Coal Mines Trailhead***

*Description* — Coal Mines Trailhead projects are currently in the planning stages and the corridor organization should get involved to support and assist in these efforts.

*Responsibilities/Coordination* — The corridor organization should coordinate with Kittitas County and the Coal Mines Trail Commission.

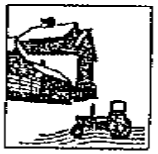
*Time Frame Goal* — Immediate.

27. ***Coordinate with local business owners on promotional ideas for the corridor and town events***

*Description* — Promotional ideas should be obtained from local business owners in the Roslyn and Cle Elum area prior to developing a brochure and display for the corridor. Local businesses may be willing to sponsor special events for the corridor.

*Responsibilities/Coordination* — The corridor organization could coordinate with local businesses on an individual basis or through the chamber of commerce or other organizations.

*Time Frame Goal* — Immediate.



### 28. *Work with the City of Roslyn and the Kiwanis on planned enhancements/improvements to the Kiwanis Park*

*Description* — Improvements are planned for this City-owned park located adjacent to the highway in Roslyn. The Kiwanis maintain the park. The park makes a nice rest stop or pull-off location for the corridor. However, it is necessary to confirm the City's vision for the use of this park before encouraging it as a visitor stop. Suggested improvements for the park include: picnic shelter, landscaping, and a playground.

*Responsibilities/Coordination* — The corridor organization could coordinate with City of Roslyn representatives to determine if the City would like to have improvements made to the park. The corridor organization could then pursue funding opportunities, through the federal scenic byways program or other program. City of Roslyn would not likely be able to contribute funding to the project, but they would still be responsible for overseeing planning, design, and construction efforts.

*Time Frame Goal* — Near Term.

### 29. *Analyze potential ways to improve snow removal/storage operations*

*Description* — Snow removal and storage is a challenge in the Roslyn and Ronald area. Assistance is needed to analyze potential ways to improve this service.

*Responsibilities/Coordination* — The corridor organization can work with the City to obtain funding from an outside source to conduct this study. It is not anticipated that this analysis would cost more than $5,000. Coordination with land owners in the area would be necessary to see if there are any available properties that could be used for snow storage.

*Time Frame Goal* — Near Term.

### 30. *Conduct Bypass Alignment and Feasibility Study for Roslyn Area*

*Description* — As recreational and tourism traffic levels increase, it may be necessary to analyze potential options for a bypass through Roslyn, if desired by the community. A study related to this topic was conducted several years ago, although a copy of the study could not be found.

*Responsibilities/Coordination* — The corridor organization could work with Roslyn representatives to

see if there is any interest in pursuing this idea. If there is, the organization could assist the city in obtaining funding for the new study.

*Time Frame Goal* — Far Term.

### *31. Realign the curve in the vicinity of Alaska Avenue for safer travel and improved sight distance*

*Description* — This roadway curve, located at milepost 6.10 to 6.11 has been identified in the State Highway System Plan as a potential improvement project. This project would realign the curve for safer travel and improved sight distance. WSDOT estimates that the cost of this project would be approximately $1,100,000.

*Responsibilities/Coordination* — WSDOT would oversee planning, design, and construction for the project. Coordination with Roslyn, Kittitas County, and local property owners would be necessary.

*Time Frame Goal* — Far Term due the limited funding for these types of projects.

### *32. Widen roadway shoulders from Roslyn north city limits to Ronald*

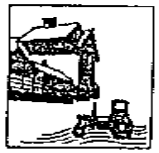
*Description* — This project would involve retaining 12-foot travel lanes and widening shoulders from milepost 6.00 to 7.13, creating a consistent width of four-foot shoulders on both sides. Adequate drainage improvements would also be needed. WSDOT estimates project costs of $340,000.

*Responsibilities/Coordination* — WSDOT would supervise planning, design, and construction efforts. Coordination with Roslyn, Kittitas County, and local property owners would be necessary.

*Time Frame Goal* — Far Term due to limited funding for this type of improvement.

### *33. Install advance warning sign, crosswalk markings and signage to alert motorists of the curve and approaching cross street in advance of 7th Street/Nevada Avenue.*

*Description* — This intersection is on a curve in a 25 mph speed zone, located at milepost 5.99. Accidents are occurring at this location according to statistics reviewed by WSDOT. This project would involve installation of flashing warning sign (if warranted), crosswalk markings, and signs to alert motorists of the approaching curve and



cross street. WSDOT estimates that this project would cost approximately $30,000. (Note: WSDOT reports that flashing warning signs are not currently warranted. However, in the future, with increased traffic and nonmotorized use, such devices may be warranted.)

*Responsibilities/Coordination* — WSDOT would supervise planning, design, and construction efforts. Coordination with Roslyn, Kittitas County, and local property owners would be necessary.

*Time Frame Goal* — Near Term if funding can be obtained.

*34.* ***Install intersection warning signs to alert drivers to the approaching crossroad of Montana Avenue***

*Description* — This intersection, located at milepost 5.15 to 5.23, is experiencing some minor accident history. This project would install an intersection warning sign to alert drivers to the approach crossroad. The estimated project cost is $2,000. (Note: WSDOT reports that warning signs are not currently warranted. However, in the future, with increased traffic, such devices may be warranted.)

*Responsibilities/Coordination* — WSDOT would coordinate this project.

*Time Frame Goal* — Near Term.

*35.* ***Install intersection warning signs to alert drivers to the approaching crossroad of California Avenue***

*Description* — This intersection, located at milepost 4.97 to 5.07, is experiencing some minor accident history. This project would install an intersection warning sign to alert drivers of the approaching cross road. (Note: WSDOT reports that warning signs are not currently warranted. However, in the future, with increased traffic, such devices may be warranted.)

*Responsibilities/Coordination* — WSDOT would coordinate this project.

*Time Frame Goal* — Near Term.

*36.* ***Identify/create a bicycling loop in the Roslyn/Cle Elum vicinity***

*Description* — It is recommended that a bicycling loop be developed in the Roslyn/Cle Elum vicinity in a location where bicycle travel can be safely accommodated.

*Responsibilities/Coordination* — The corridor organization should coordinate with the communities to

develop this loop. Perhaps the loop could link to the proposed Progress Path and the Coal Mines Trail.

*Time Frame Goal* — Near Term.

## *Suggested for Bullfrog Road from 903 to I-90*

### *37. Bullfrog Road/SR 903 Intersection Improvements*

*Description* — The project would realign the intersection to correct the skewed angle and improve sight distance. This project would possibly involve installation of intersection advance warning signs with flashers and illumination at the intersection for better visibility. Consider signalizing the intersection of Bullfrog Road and SR 903 (or installing flashing signal). (Note: WSDOT reports that a signal at this location is currently not warranted. However, as development continues to occur, it will become increasingly difficult for traffic to turn north from Bullfrog without the signal.) WSDOT estimates costs for these improvements at $315,000. If just the signs and signalization are installed, the cost would be approximately $65,000 to $90,000.

*Responsibilities/Coordination* — WSDOT would lead planning, design, and construction efforts. Coordination with Kittitas County, Roslyn, and Cle Elum would be necessary.

*Time Frame Goal* — Near Term.

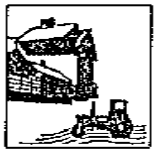
### *38. Install warning signs on Bullfrog Road to advise motorists of sharp curve in roadway at curve .35 miles south of SR 903*

*Description* —Advance warning signs would be an interim improvement until a more detailed study can determine the need for realignment of the roadway. (Such a study is currently underway as part of the Trendwest Resort Environmental Impact Statement preparation).

*Responsibilities/Coordination* — At the present time, Kittitas County has jurisdiction over this roadway and would act as the lead agency for any improvement projects. It is recommended that the County coordinate with Trendwest, Roslyn, and Cle Elum.

*Time Frame Goal* — Near Term.

### *39. Install guardrail on fill side of roadway; guardrail will extend for about 0.5 miles at curve 1.4 miles south of SR 903*



*Description* — The recommended improvements would provide an interim solution for the roadway until a more detailed study can determine the need for more extensive improvements (see 38 above).

*Responsibilities/Coordination* — At the present time, Kittitas County has jurisdiction over this roadway and would act as the lead agency for any improvement projects. It is recommended that the County coordinate with WSDOT, Trendwest, Roslyn, and Cle Elum.

*Time Frame Goal* — Near Term.

***40. Coordinate with Trendwest on resort-related improvements and required mitigation improvements***

*Description* — Coordinate with Trendwest Resorts and Kittitas County for review of the transportation analysis currently being conducted as part of the environmental impact statement for the proposed resort. Coordination with Trendwest should also take place to determine opportunities for expanded public recreational uses including public access opportunities to the Cle Elum River.

*Responsibilities/Coordination* — Someone from the corridor organization should be assigned as the liaison with Trendwest and others who may be in the process of planning and developing projects in the corridor.

*Time Frame Goal* — Immediate and Ongoing.

***41. Bullfrog Road Improvements near Cle Elum River Bridge***

Install advance warning signs for curves on Bullfrog Road (located on either side of the Cle Elum River bridge.) Realign highway to reduce curvature, add guardrail, and install shoulders at curves 2.25 miles south of SR 903 on both sides of the river crossing. Install "Icy Road" signs on north side of bridge.

This is a high priority project. Refer to project detail sheet, page 147.

## *Suggested for SR 903 from Bullfrog Road Intersection through Cle Elum to SR 970 Start*

***42. Improve existing informal path for nonmotorized transportation use in the vicinity of the school complex (Note: this is already a planned project called Progress Path)***

Improvements would create a ten-foot wide asphalt pathway for improved pedestrian/nonmotorized safety in the vicinity of the school complex (milepost 2.24 to 3.96).

This is a high priority project. Refer to project detail sheet, page 148.

### *43. Work with City representatives to consider and install traffic calming treatments at entrances to Roslyn and on through streets*

*Description* — Traffic calming improvements could be installed as desired by the community. Improvements may include street trees, curb bulb-outs, center islands or medians, and other treatments. These improvements would help slow traffic through the town center.

*Responsibilities/Coordination* — The corridor organization could assist the City in pursuing funding for these improvements. The corridor organization could also assist with design review and provide input during the design process.

*Time Frame Goal* — Near Term.

### *44. Widen shoulders for nonmotorized travel west of Stafford Street over narrow fill*

*Description* — In addition to implementing the Progress Path project in the vicinity of the school, this project could provide additional space for nonmotorized travel, or could serve as an interim solution until the full path could be built.

*Responsibilities/Coordination* — WSDOT would be the lead agency for this project, with close coordination with Kittitas County, Cle Elum, and Roslyn.

*Time Frame Goal* — Immediate (funding options should be pursued within the next year).

### *45. Realign the curve in SR 903 near the wye connection with I-90*

*Description* — This roadway curve has been identified in the State Highway System Plan as a potential improvement project. This project would realign the curve for safer travel and improved sight distance. WSDOT estimates the potential cost of this improvement at $200,000.

*Responsibilities/Coordination* — WSDOT would lead this project. Coordination with Cle Elum and local property owners would be needed.

*Time Frame Goal* — Far Term.

*46. Provide streetscape enhancements to downtown Cle Elum area*

Improvements should reflect the historic character of the town and could include special paving, landscaping, public art, and other amenities. Streetscape improvements would also help to better organize street parking and traffic flows and would provide improved areas for pedestrian and bicycle travel.

This is a high priority project. Refer to project detail sheet, page 149.

*47. Provide interpretive elements that address the history and culture of the area and provide information about visitor services/ education (also see project number 52)*

This is a high priority project. Refer to project detail sheet, page 149.

*48. Install pedestrian signs, crosswalks and related markings at locations where pedestrians and bicyclists most frequently cross along the main streets of Cle Elum*

This is a high priority project. Refer to project detail sheet, page 149.

*49. Improve signing to South Cle Elum and other visitor attractions, such as the John Wayne Pioneer Trail*

This is a high priority project. Refer to project detail sheet, page 149.

*50. Coordinate with local business owners/ chamber of commerce to promote the corridor*

*Description* — Promotional ideas should be obtained from local business owners in the Cle Elum area prior to developing a brochure and display for the corridor. Local businesses may be willing to sponsor special events for the corridor (also see project number 52.)

*Responsibilities/Coordination* — The corridor organization could coordinate with local businesses on an individual basis or through the chamber of commerce or other organizations.

*Time Frame Goal* — Immediate and Ongoing.

*51. Improve Coal Mines Trail connections*

*Description* — Planning and design for the Coal Mines Trail and Trailhead facilities is currently in process.

*Responsibilities/Coordination* — The corridor organization should work with the Coal Mines Trail Commission, Kittitas County, and the local towns to support these projects and provide assistance.

*Time Frame Goal* — Immediate.

### *52. Cle Elum Chamber of Commerce information/ visitors center*

*Description* — The Cle Elum Chamber of Commerce is interested in locating an information center at the railroad wye area in the west part of town. Current ideas include the use of a railroad car for the center. Also, either as part of this action or as an independent action, the potential for adding a passenger rail access point in Cle Elum should be investigated. Passenger rail access in Cle Elum would provide another way for tourists and visitors to travel to the corridor.

*Responsibilities/Coordination* — The Chamber of Commerce will be working with City of Cle Elum officials and staff and will be coordinating fundraising efforts for the information center. The corridor organization should investigate the status of potential rail access at this location.

*Time Frame Goal* — Immediate.

This is a high priority project. Refer to project detail sheet, page 151.

### *53. Consider upgrading the Oakes Avenue interchange to a full diamond*

*Description* — This project would upgrade the existing half diamond interchange to a full diamond so that traffic movements to and from downtown Cle Elum may be served at this one location. (This is identified as a mobility improvement in the 1999-2018 State Highway System Plan.)

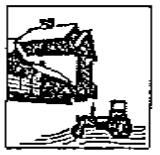
*Responsibilities/Coordination* — WSDOT would be the lead agency, and close coordination with Cle Elum and Kittitas County would be needed.

*Time Frame Goal* — Far Term.

## *Suggested for South Cle Elum Way/1st Street from SR 903 in Cle Elum to John Wayne Trailhead in South Cle Elum (Spur)*

### *54. Implement intersection improvements for the 1st Street/South Cle Elum Way intersection*

Signalization and longer left-turn storage lanes may be warranted. Crosswalks could also be installed.



This is a high priority project. Refer to project detail sheet, page 152.

*55. Provide travel way for pedestrians and bicyclists adjacent to roadway or nearby along the alignment in South Cle Elum*

This is a high priority project. Refer to project detail sheet, page 153.

*56. South of the Yakima River, restripe South Cle Elum Way*

Reduce the traffic lanes to 10 feet with an edge stripe and leave the remaining shoulder for pedestrians and bicyclists.

This is a high priority project. Refer to project detail sheet, page 153.

*57. Install signs to direct people to John Wayne Trailhead, Moore House and other destinations in South Cle Elum*

This is a high priority project. Refer to project detail sheet, page 153.

*58. Improve access to fish hatchery; add safety features to railroad crossing just north of Yakima River*

This is a high priority project. Refer to project detail sheet, page 154.

*59. Install streetscape landscaping (street trees, planting buffers, etc.) along the main South Cle Elum route to the John Wayne Pioneer Trailhead.*

This project would continue the tree planting theme on South Cle Elum Way, south through South Cle Elum, and provide additional elements to aesthetically enhance the route.

This is a high priority project. Refer to project detail sheet, page 153.

*60. Coordinate with BPA, State Parks, Coal Mines Trail Commission, and others on potential tourism activities at the fish hatchery, Iron Horse State Park, soon to be improved old railroad yard/powerhouse and other locations*

*Description* — Several projects in this area are either under construction or are in the planning stages,

including the BPA Fish Hatchery, Coal Mines Trail, and proposed improvements at the Milwaukee Railyard in South Cle Elum.

*Responsibilities/Coordination* — It will be important for the corridor organization to keep up to date with these activities and to provide support through community outreach and input to the planning and design processes.

*Time Frame Goal* — Immediate.

***61. Install interpretive and recreation promotional kiosk at appropriate location in the area***

*Description* — Interpretive signs and information kiosks can be installed at appropriate location in the area, such as at the Iron Horse State Park/John Wayne Pioneer Trailhead. Interpretive information could describe town history, railroads, river-related uses, John Wayne Trail development and extent of trail, Coal Mines Trail information, and other historic and cultural activities.

*Responsibilities/Coordination* — The corridor organization could coordinate with local communities and agencies/private organizations to find funding for design and installation of these elements.

*Time Frame Goal* — Near Term.

## *Suggested for SR 970 Start to Junction with SR 10*

***62. Reconstruct interchange from I-90 to SR 903 (at the start of SR 970)***

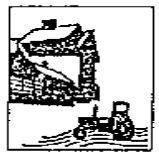
*Description* — This project would reconstruct the interchange by updating geometrics to avoid conflicting movements. This project would also provide additional capacity for the SR 970 roadway connection. (This project is currently in the 1999-2018 State Highway System Plan as a mobility improvement.)

*Responsibilities/Coordination* — WSDOT would be the lead agency. Coordination with Cle Elum and affected nearby property owners (if any) would be needed.

*Time Frame Goal* — Far Term.

***63. Widen existing two-lane road to four lanes to add capacity from SR 970 wye connection to Teanaway junction***

*Description* — This project is currently in the 1999-2018 State Highway System Plan as a mobility improvement and would involve widening of the existing two-lane road to four lanes and related improvements.



*Responsibilities/Coordination* — WSDOT would oversee planning, design, and construction activities. Coordination with Cle Elum, Kittitas County, and local landowners would be necessary.

*Time Frame Goal* — Far Term.

***64. Realign and add channelization at the junction of SR 10 and SR 970 to minimize conflicting turning movements***

*Description* — The Teanaway Junction intersection has experienced accidents due to conflicting turning movements. Also, the intersection of SR 10 enters SR 970 at angle, which may contribute to the problem. This project would realign the intersection and install channelization to help remove this conflict.

*Responsibilities/Coordination* — WSDOT would oversee planning, design, and construction activities. Coordination with Cle Elum, Kittitas County, and local landowners would be necessary.

*Time Frame Goal* — Far Term.

***65. Reopen the Teanaway Junction roadside rest stop***

New vault toilets are recommended. Annual maintenance costs would need to be funded. The rest stop could also be improved with interpretive facilities, user and visitor education information, landscaping, picnic facilities, and other amenities. (Note: WSDOT reports that their operation of this roadside stop would only be considered again after maintenance issues are resolved.)

This is a high priority project. Refer to project detail sheet, page 155.

***66. Along with increased river access opportunities, a river use and safety education program with brochures and public announcements is recommended***

This is a high priority project. Refer to project detail sheet, page 156.

## *Suggested for SR 10 from SR 970 through Canyon to North Thorp Highway*

***67. Widen this entire segment of the roadway where practical.***

This project would provide a consistent four-foot shoulder width on both sides to the extent possible given existing canyon limits. It is recommended that new guardrail be

installed and existing guardrail be upgraded in some locations.

This is a high priority project. Refer to project detail sheet, page 157.

### *68. Develop river access/recreation site at the property west of Taylor Road and east of the Teanaway River*

Elements to be included: driveway, parking, river put-in area, picnic area, and restrooms.

This is a high priority project. Refer to project detail sheet, page 158.

### *69. Install wildlife warning reflectors to help deter deer, elk, and other wildlife from crossing the highway*

*Description* — Accidents have occurred at night in the vicinity of the Teanaway River to the irrigation canal bridge (milepost 89.50 to 101) due wildlife crossing the highway unexpectedly in front of motorists. A possible solution would be installation of warning reflectors. However, WSDOT would only install these if a benefit/cost ratio analysis justifies the expenditure, since these devices involve a high maintenance cost.

*Responsibilities/Coordination* — WSDOT would be responsible for installing these warning reflectors.

*Time Frame Goal* — Near Term.

### *70. Develop interpretive pull-off at Bristol Flats area*

*Description* — The old waterwheel still stands on the property previously owned by the Dubinsky family. At Bristol Flat, there is a pull-off opportunity and the potential to install an interpretive panel describing the old waterwheel and the sophisticated system of irrigation systems that were built throughout the valley in the early part of the century to convey water from the Yakima Valley for agricultural use.

*Responsibilities/Coordination* — The corridor organization should include this site in the interpretive program developed for the corridor.

*Time Frame Goal* — Near Term.

### *71. Analyze potential mitigation for rockfall problem where needed*

*Description* — Along SR 10, where the canyon walls are adjacent to the highway, rockfall is common, sometimes

leaving debris in the roadway. A minor study should be sponsored to determine potential mitigation for the rockfall, or signs could possibly be installed to notify drivers of the potential of falling rock or debris on the roadway.

*Responsibilities/Coordination* — WSDOT would need to initiate this analysis.

*Time Frame Goal* — Immediate.

### 72. *Develop river access/recreation site at the Swauk Creek area (just west of access road to Tang Ranch)*

This is a high priority project. Refer to project detail sheet, page 160.

### 73. *Develop formal scenic pull-off area at bend in river*

Interpretive signs could also be placed here to describe river formation/geologic events

This is a high priority project. Refer to project detail sheet, page 162.

### 74. *Install interpretive signs at pull-offs or other locations*

*Description* — Interpretive elements could be installed at appropriate points along this segment of the corridor. Suggested topics include: geology, Native American villages, wildlife, livestock/crop identification, and agricultural operations (irrigation elements).

*Responsibilities/Coordination* — The corridor organization will be responsible for implementing the corridor interpretive program. Close coordination will take place with local communities and stakeholders.

*Time Frame Goal* — Near Term.

## *Suggested for North Thorp Highway from SR 10 to I-90 (Spur)*

### 75. *Coordinate with local agricultural stakeholders and property owners*

This is a high priority project. Refer to project detail sheet, page 163.

### 76. *Replace guardrail at SR 10 intersection and install advance intersection signing*

This is a high priority project. Refer to project detail sheet, page 164.

### 77. *Conduct a study to evaluate and improve roadway conditions prior to increased bicycling or other tourism activities*

Recommendations may include roadway and bridge widening and straightening, installation of guardrail, or other improvements.

This is a high priority project. Refer to project detail sheet, page 165.

### 78. *Widen North Thorp Highway to 22-foot driving surface, four-foot paved shoulders for 30-foot width edge of pavement to edge of pavement.*

*Description* — This project would widen North Thorp Highway to a 22-foot driving surface, with four-foot wide paved shoulders on both sides, for a 30-foot total pavement width. This improvement would provide more space for roadway traffic, including bicycles. These improvements would occur pending the outcome of the overall study recommended for this highway.

*Responsibilities/Coordination* — Kittitas County will be responsible for coordinating and overseeing improvements to this roadway. Close coordination with the local Thorp community will be needed.

*Time Frame Goal* - Near Term, pending outcome of study.

### 79. *Coordinate with the Washington Department of Fish and Wildlife to regain public access opportunity on Dudley road (east side of bridge)*

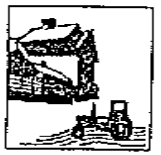
*Description* — This site was previously accessible to the public, but has been closed. Recently the site was purchased by the State Department of Fish and Wildlife. This site provides good access to the river and space for parking and boat/raft launch.

*Responsibilities/Coordination* — The corridor organization should coordinate with the State Department of Fish and Wildlife to determine how to regain public access opportunities at this site.

*Time Frame Goal* — Immediate.

### 80. *Widen/replace bridge over Yakima River in the vicinity of Dudley Road*

*Description* — This narrow bridge makes it difficult for farm equipment to pass pedestrians and other cars. It is recommended that this bridge be widened and that an



alternative crossing option for pedestrians be developed (maybe a walkway along the outside edge of bridge).

*Responsibilities/Coordination* — Kittitas County would be the lead agency on the project. Close coordination with local land owners and stakeholders will be necessary. Care needs to be taken to ensure that construction activities avoid the harvest season and other times of heavy agricultural traffic.

*Time Frame Goal* — Near Term, pending outcome of study and availability of funding.

*81. Improve sight distance at Thorp Mill. Vertical curve south/east of Mill driveway makes sight distance difficult*

This is a high priority project. Refer to project detail sheet, page 166.

*82. Limiting Tourism/Bicycle Use on N. Thorp Highway during Harvest*

*Description* — If conflicts between agricultural operations and bicyclists and other users continue to be a problem even with improvements, it may be necessary to discourage tourism during harvest season. Signs could be installed to alert motorists and bicyclists to the potential of farm equipment traveling on the roadway. Brochures could be distributed at corridor information kiosks that include information about agricultural operations in the area, encouraging visitors and tourists to yield the right-of-way to agricultural traffic/equipment when necessary.

*Responsibilities/Coordination* — The corridor organization and Kittitas County can work with the local community in Thorp to monitor potential problems. The corridor organization can develop educational materials to inform people about the agricultural operations conducted in the area and the need to share the road.

*Time Frame Goal* — Near Term, depending on the outcome of the study.

*83. Provide pedestrian improvements between the school and the mill and other points of destination/origin; Remark crossings at Thorp School.*

This is a high priority project. Refer to project detail sheet, page 167.

*84. North Thorp Highway Improvements from Thorp School to I-90*

*Description* — Widen to 22-foot driving surface, 4-foot paved shoulders for 30-foot width edge of pavement to edge of pavement from Thorp School to I-90 interchange.

*Responsibilities/Coordination* — Kittitas County would be the lead agency. Extensive coordination with local Thorp citizens and stakeholders in the area would be necessary.

*Time Frame Goal* — Near Term, depending on the outcome of the study and available funding.

### *85. Guardrail replacement at Thorp Highway/I-90 interchange.*

*Description* — It is recommended that the existing cable guardrail at the Thorp Highway/I-90 interchange be replaced with beam guard rail or New Jersey concrete barrier.

*Responsibilities/Coordination* — This project would either be the responsibility of WSDOT or Kittitas County.

*Time Frame Goal* — Immediate. (Note: At the time this Vision was being prepared, the WSDOT anticipated putting this project out to bid later in the year.)

### *86. Install crop/livestock identification signs*

*Description* — The placement of crop and livestock identification signs can help make people more aware of the agricultural operations in the area.

*Responsibilities/Coordination* — The corridor organization can work closely with local agricultural representatives to determine signs to be installed at certain locations. The corridor organization could coordinate with local public and private agencies to obtain funding for this project.

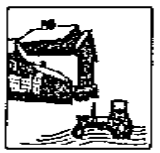
*Time Frame Goal* — Near Term.

### *87. Work with the Thorp Mill Society to implement the proposed master plan of improvements for Thorp Mill Town*

*Description* — A master plan has been developed for the site, and it includes parking, replication of the ice house and pond, a logging camp area, historic machinery and farming exhibit, a geologic display, an arboretum, fences, lighting, signage, and pathways and other improvements. Some improvements are already in the development stages.

*Responsibilities/Coordination* — The corridor organization should coordinate with the Mill Society to support proposed master planning efforts and assist in community outreach and potential funding opportunities.

*Time Frame Goal* — Immediate and ongoing.



88. ***Coordinate with Mountains to Sound on proposed interpretive signing at the mill site***

*Description* — Mountains to Sound is currently in the process of developing the interpretive program for this site and others in the corridor.

*Responsibilities/Coordination* — The corridor organization should coordinate with representatives from Mountains to Sound to ensure that interpretive programs are compatible and not overly repetitive.

*Time Frame Goal* — Immediate.

89. ***Install interpretive signs at appropriate points***

*Description* — Other interpretive signs could be installed at appropriate points along this segment. Suggested themes: pioneer settlement and agricultural development and the influence of irrigation to present-day operations.

*Responsibilities/Coordination* — Interpretive programming for the corridor will be the responsibility of the corridor organization.

*Time Frame Goal* — Immediate.

## *Suggested for SR 10 from Thorp Highway to End of Corridor*

90. ***Develop a river-user education and irrigation interpretive site at the diversion dam; let people know that rafting ends here (signs should be placed upstream)***

This is a high priority project. Refer to project detail sheet, page 168.

91. ***Install interpretive signs at appropriate locations in this segment of the corridor***

*Description* — Same interpretive ideas as noted above for previous two corridor segments. There may be more of an emphasis on irrigation in this stretch. There may be an opportunity to place signs at the John Wayne Trail and identify areas of interest north and east of here. This project could be coordinated with number 90.

*Responsibilities/Coordination* — The corridor organization would coordinate with Kittitas County, WSDOT, Kittitas Reclamation District, and others.

*Time Frame Goal* — Near Term.

92. ***Explore other possible public river access points below dam***

*Description* — A need has been identified for more public access points to the Yakima River. As river use increases, this need will increase. There may be public lands along this stretch that could provide access to the river. The corridor organization should determine if there are lands that could provide public access to the river in this area.

*Responsibilities/Coordination* — The corridor organization could conduct research with Kittitas County and the City of Ellensburg property records to determine who owns property in this area and then provide further coordination with the property owners to determine land acquisition or leasing costs. A property or real estate specialist may be needed as a consultant for this project.

*Time Frame Goal* — Immediate.

93. ***Install enhancements/information kiosk near the junction with US 97 identifying this area as the southeastern terminus of the corridor***

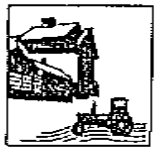
*Description* — Information distributed (brochures and maps) should list tourism opportunities in Ellensburg and throughout the area.

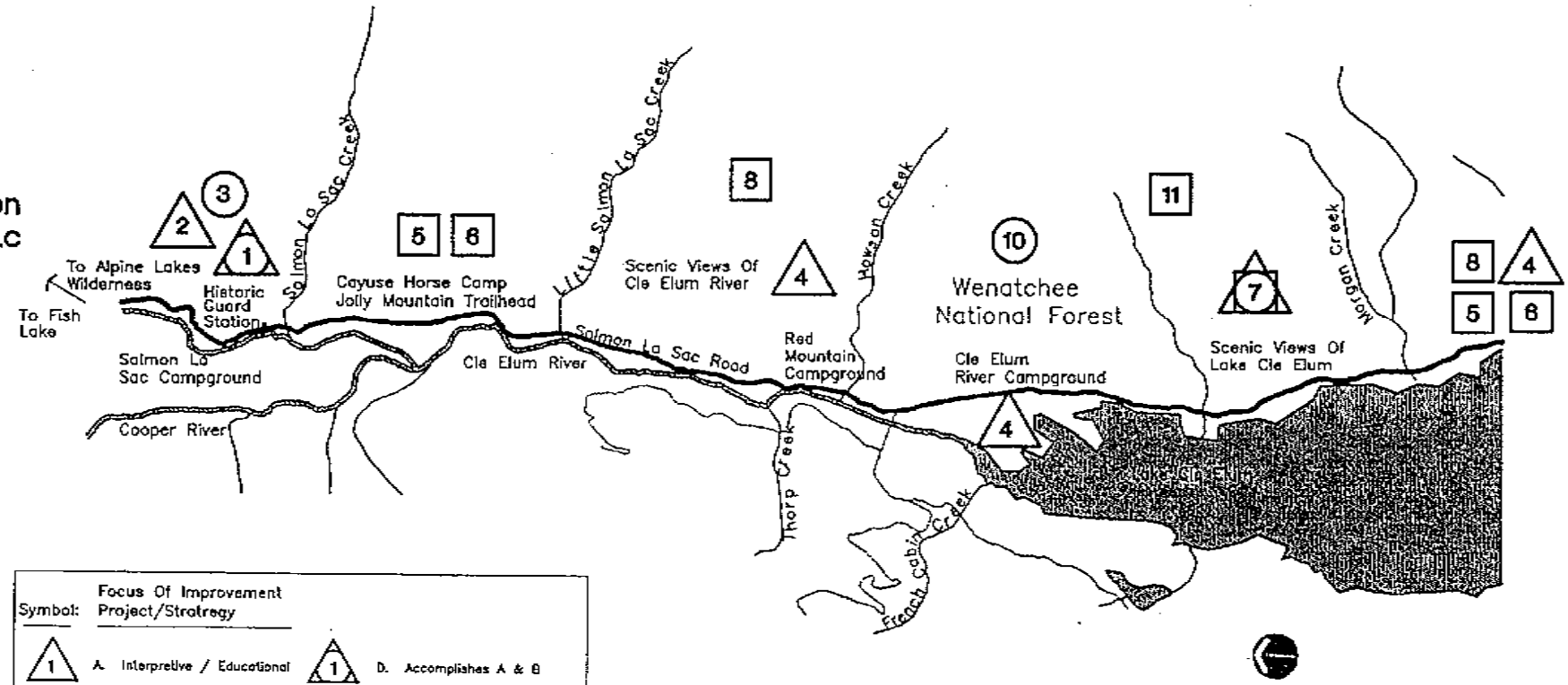
*Responsibilities/Coordination* — The corridor organization would be the most likely to lead implementation of this project. Coordination with Kittitas County, local businesses, and other interested groups would be needed.

*Time Frame Goal* — Immediate.

## Maps of Proposed Corridor Actions and Interpretive Sites

The locations of recommended actions are identified on maps on the following pages. Strategy and project types are keyed to a legend on each map page. The strategy and project types are illustrated by different symbols. (Refer to the legend for description of symbol types.) Strategies and projects are numbered starting from the northwestern end of the corridor and ending at the southeastern end. General strategies are not mapped because they relate to the corridor overall rather than to specific sites or locations.

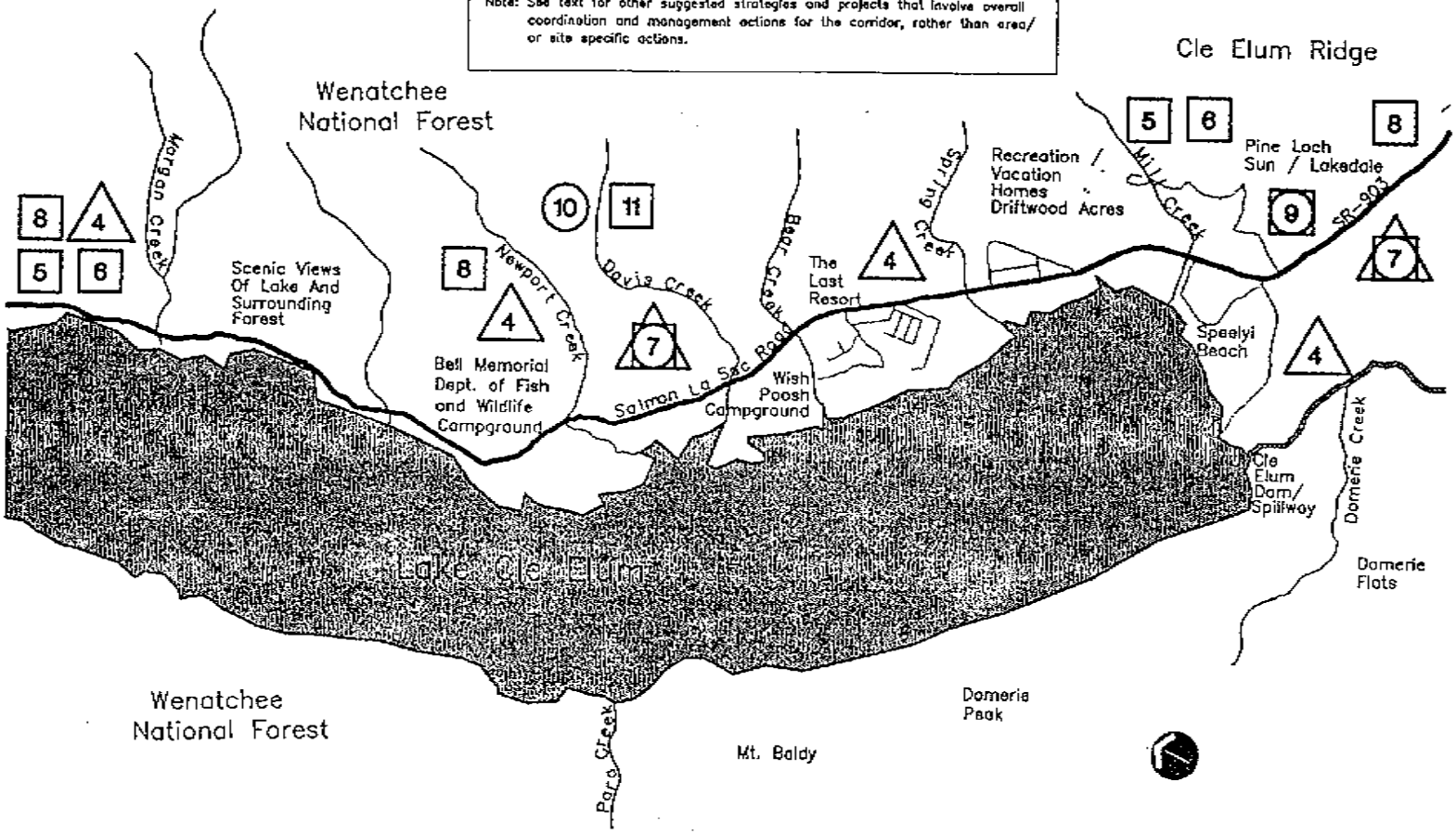


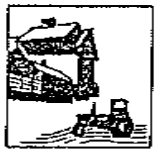

Salmon
La Sac
To Alpine Lakes
Wilderness
To Fish
Lake
Historic
Guard
Station
Salmon La
Sac Campground
Cooper River
Salmon La Sac Creek
Cayuse Horse Camp
Jolly Mountain Trailhead
Cle Elum River
Little Salmon La Sac Creek
Salmon La Sac Road
Scenic Views Of
Cle Elum River
Red
Mountain
Campground
Thorp Creek
French Cabin Creek
Hewson Creek
Wenatchee
National Forest
Cle Elum
River Campground
Lake Cle Elum
Morgan Creek
Scenic Views Of
Lake Cle Elum
Symbol:
Focus Of Improvement
Project/Strategy
A. Interpretive / Educational
B. Enhancement Of
Visitor Experience
C. Roadway Safety/
Operations
D. Accomplishes A & B
E. Accomplishes B & C
F. Accomplishes A, B & C
Note: See text for other suggested strategies and projects that involve overall coordination and management actions for the corridor, rather than area/or site specific actions.

# Recommended Strategies and Projects

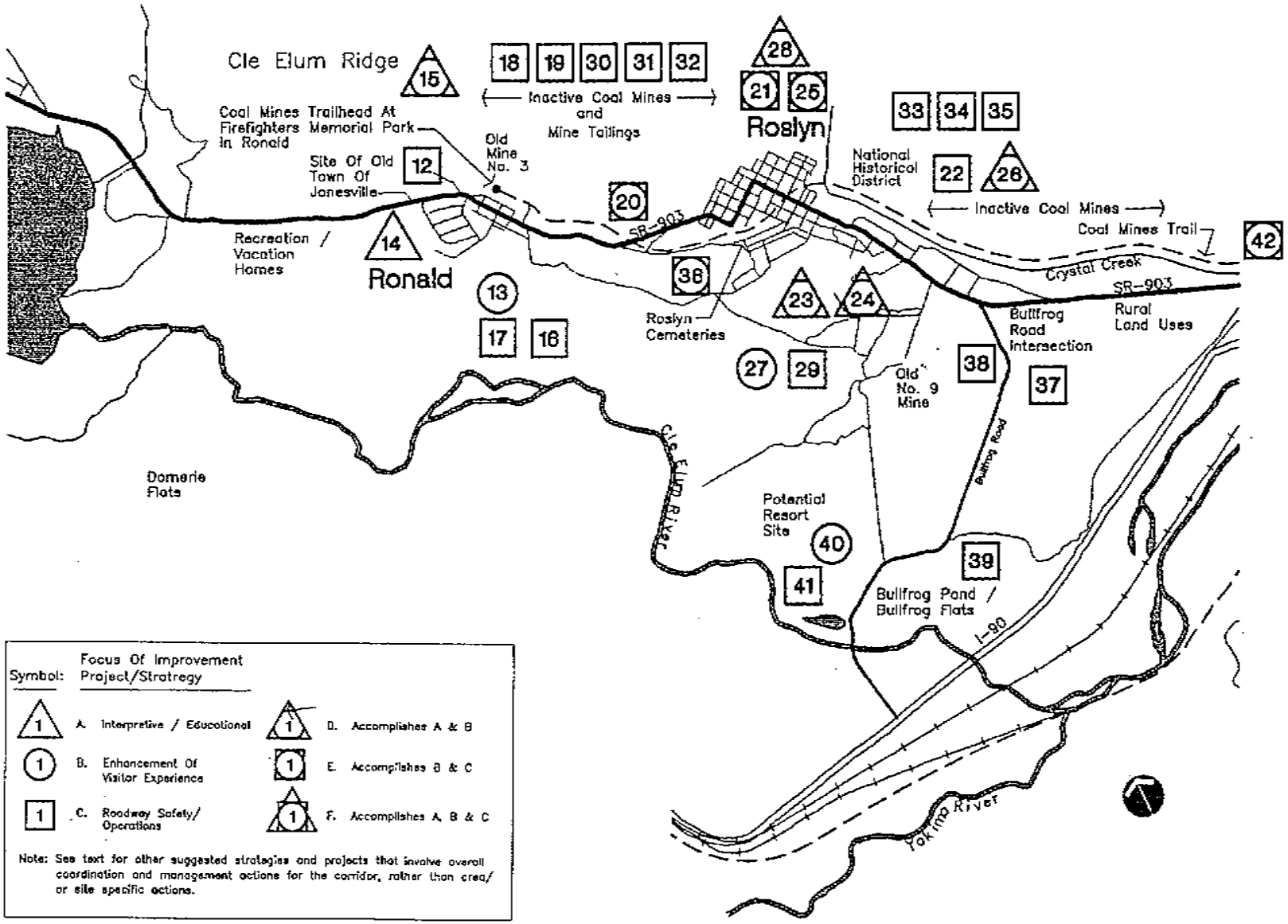
| Symbol: | Focus Of Improvement Project/Stratregy | | |
|---|---|---|---|
| 1 | A. | Interpretive / Educational | |
| 1 | B. | Enhancement Of Visitor Experience | |
| 1 | C. | Roadway Safety/ Operations | |
| 1 | D. | Accomplishes A & B | |
| 1 | E. | Accomplishes B & C | |
| 1 | F. | Accomplishes A, B & C | |

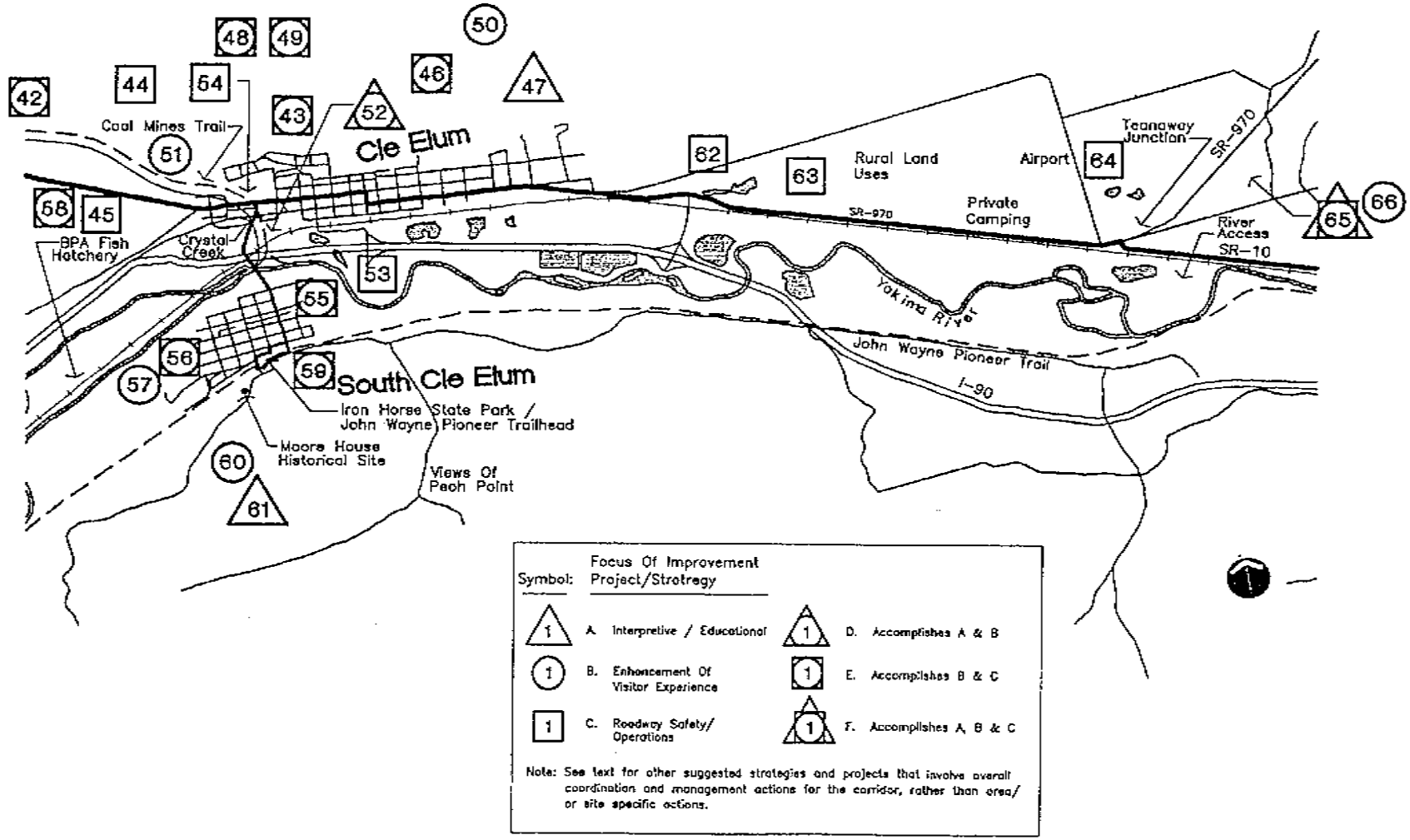
Note: See text for other suggested strategies and projects that involve overall coordination and management actions for the corridor, rather than area/ or site specific actions.



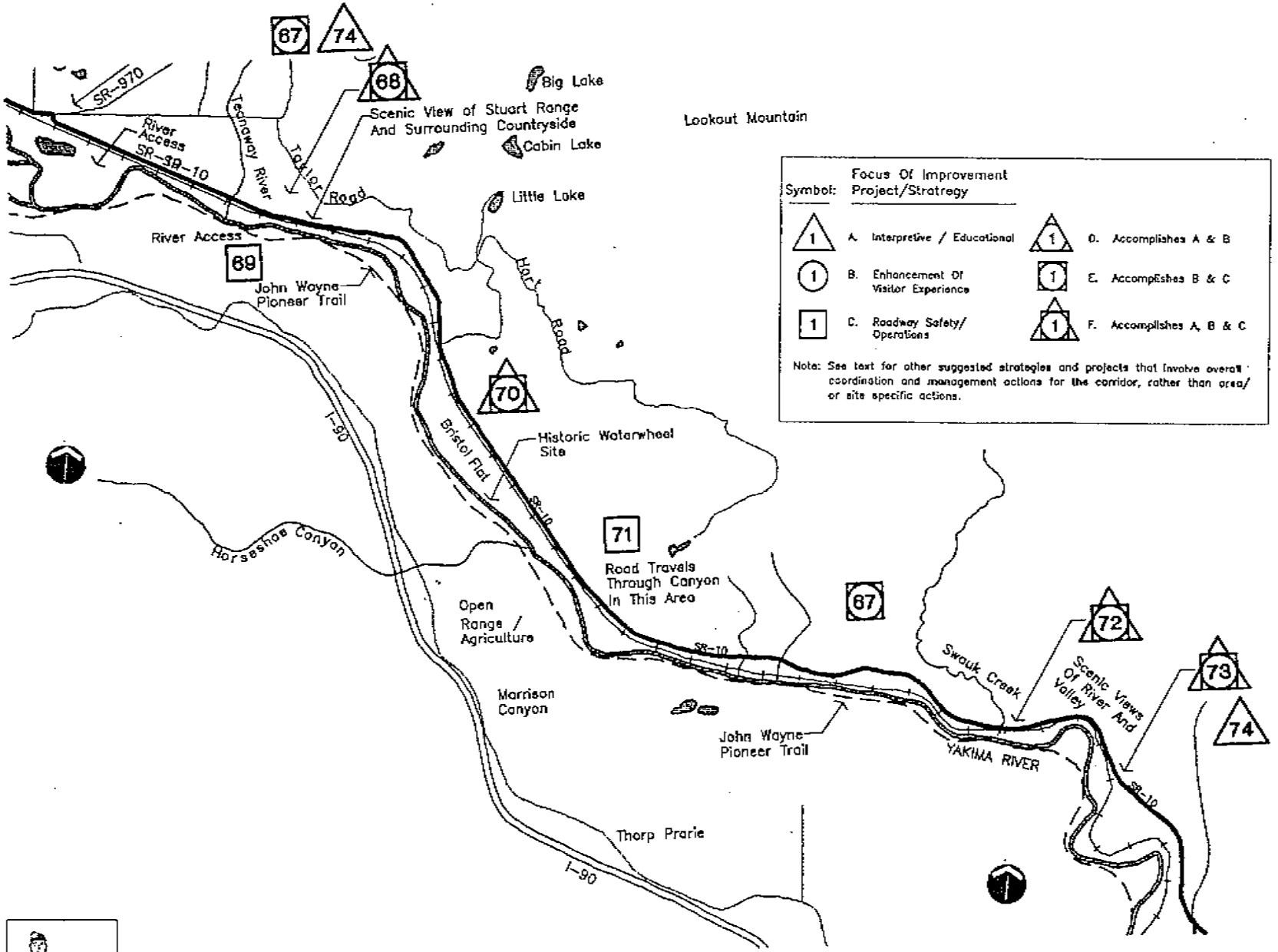



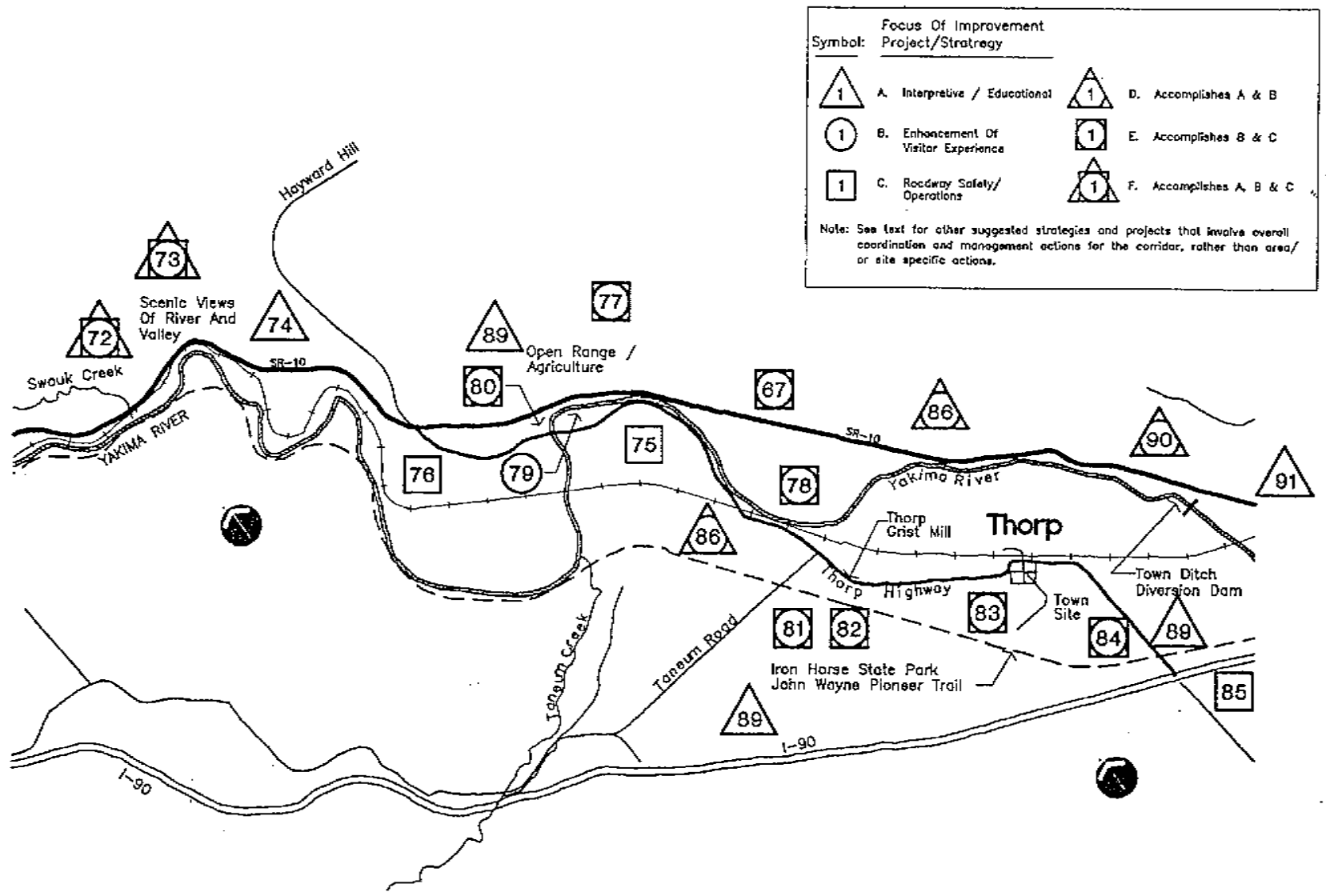
## Recommended Strategies and Projects




Cle Elum
South Cle Elum
Coal Mines Trail
BPA Fish Hatchery
Crystal Creek
Iron Horse State Park / John Wayne Pioneer Trailhead
Moore House Historical Site
Views Of Peoh Point
Yakima River
John Wayne Pioneer Trail
I-90
SR-970
Rural Land Uses
Airport
Private Camping
Teanaway Junction
River Access
SR-10
Symbol:
Focus Of Improvement Project/Strategy
A. Interpretive / Educational
B. Enhancement Of Visitor Experience
C. Roadway Safety/ Operations
D. Accomplishes A & B
E. Accomplishes B & C
F. Accomplishes A, B & C
Note: See text for other suggested strategies and projects that involve overall coordination and management actions for the corridor, rather than area/ or site specific actions.

## Recommended Strategies and Projects

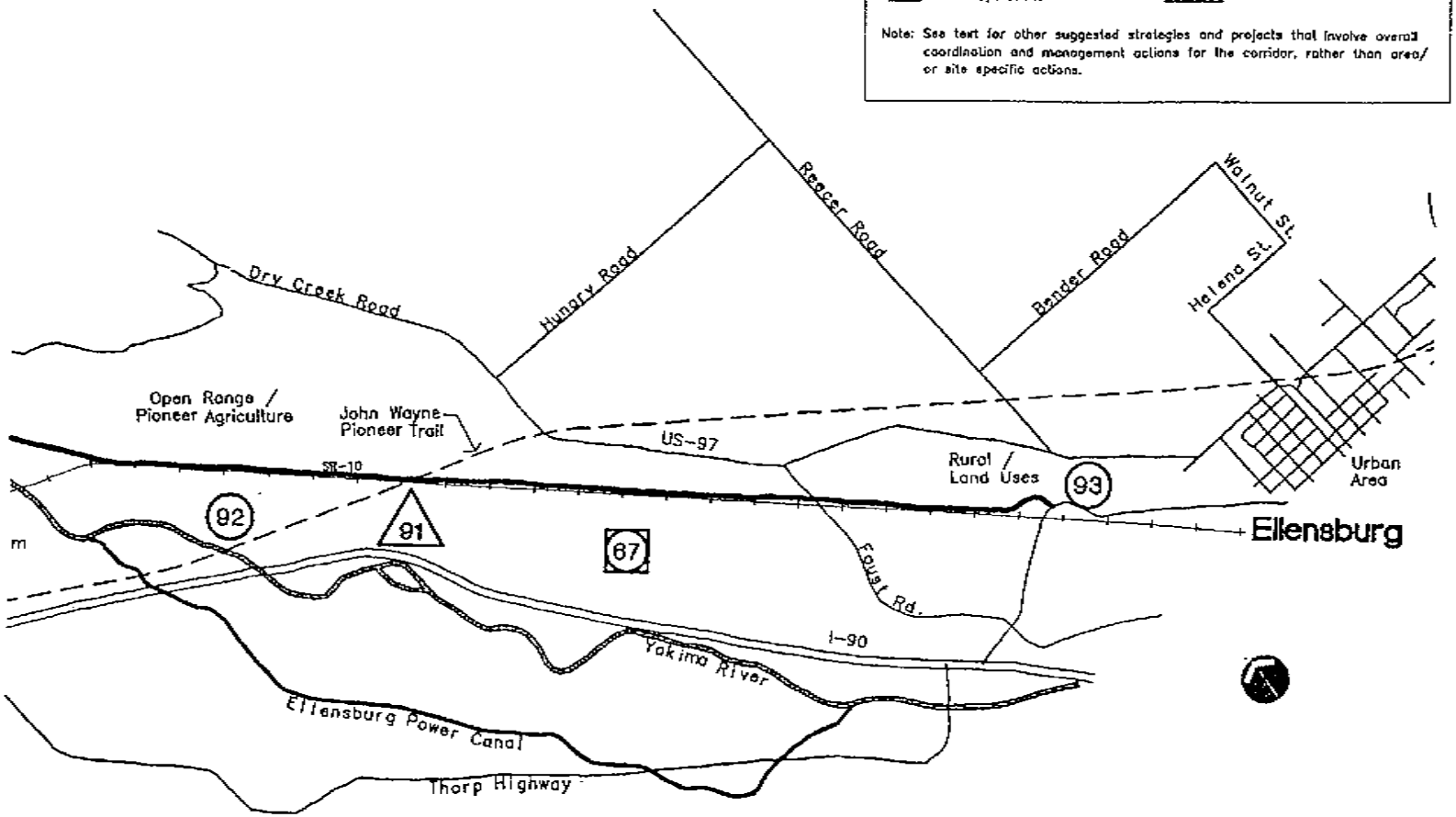



Symbol:
Focus Of Improvement
Project/Strategy
A. Interpretive / Educational
B. Enhancement Of Visitor Experience
C. Roadway Safety/ Operations
D. Accomplishes A & B
E. Accomplishes B & C
F. Accomplishes A, B & C
Note: See text for other suggested strategies and projects that involve overall coordination and management actions for the corridor, rather than area/ or site specific actions.
Hayward Hill
Scenic Views Of River And Valley
Swauk Creek
YAKIMA RIVER
SR-10
Open Range / Agriculture
Yakima River
Thorp Grist Mill
Thorp
Thorp Highway
Town Site
Town Ditch Diversion Dam
Iron Horse State Park
John Wayne Pioneer Trail
Teanum Creek
Teanum Road
I-90

## Recommended Strategies and Projects

| Symbol: | Focus Of Improvement Project/Strategy | | |
|---|---|---|---|
| 1 (triangle) | A. | Interpretive / Educational | |
| 1 (circle) | B. | Enhancement Of Visitor Experience | |
| 1 (square) | C. | Roadway Safety/ Operations | |
| 1 (triangle) | D. | Accomplishes A & B | |
| 1 (square) | E. | Accomplishes B & C | |
| 1 (triangle/circle) | F. | Accomplishes A, B & C | |

Note: See text for other suggested strategies and projects that involve overall coordination and management actions for the corridor, rather than area/ or site specific actions.



## Identified High Priority Projects

Several projects and strategies were identified as high priorities by the Corridor Planning Management Team (CPMT). The CPMT determined that the corridor organization should focus on these identified high priority projects and strategies first, in addition to the general strategies listed earlier that involve ongoing management and coordination efforts for the overall corridor. The corridor organization can work with applicable agencies and others as needed to help implement these projects as funding becomes available. The corridor organization can also assist by pursuing potential funding sources and other needed resources for implementation and by helping to build community support through public outreach and communication.

The following actions have been identified as high priorities. Project details sheets on the following pages provide more information related to the suggested high priority projects listed below.

1 Salmon La Sac Guard Station Interior Restoration and Development Into Visitor Center/Interpretive Center

5 Signing for Bicycles on Salmon La Sac Road

6 Salmon La Sac Speed Limit Study

20 Coal Mines Trail Crossing/Intersection Improvements at Horvatt Road

21 Pedestrian Crossings, Signing, and Marking Through Roslyn

41 Bullfrog Road Improvements near Cle Elum River Bridge

42 Nonmotorized Improvements on SR 903 in Vicinity of Schools

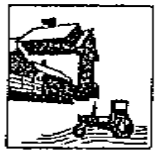
46, 47 & 48 Downtown Cle Elum Streetscape, Interpretive, and Nonmotorized Improvements

52 Information/Visitors Center at the Railroad Wye in Cle Elum

54 Intersection Improvements at South Cle Elum Way/1st Street in Cle Elum

55, 56 57&59 South Cle Elum Way Nonmotorized and Roadway Improvements; Directional Signs to Iron Horse State Park Trailhead; Streetscape Improvements

58 Improve Access to BPA Fish Hatchery



65 Re-Open Teanaway Junction Roadside Stop

66 River Use and Safety Education Program

67 Roadway Improvements on SR 10, from SR 970 to US 97 Near I-90 Interchange

68 River Access and Recreation Site East of Teanaway River off of SR 10

72 River Access and Recreation Site at Swauk Creek

73 Formal Scenic Pull-Off at the Bend in Yakima River

75 Coordinate with Local Agricultural Stakeholders and Property Owners

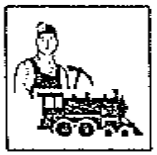
76 Guardrail Improvements and Intersection Signing at North Thorp Highway

77 Study for the Need and/or Feasibility of Improvements on North Thorp Highway

81 Improve Sight Distance Conditions at Railroad Crossing and Thorp Mill on Thorp Highway

83 Roadway Improvements and Nonmotorized Facilities/Thorp Highway in the Vicinity of Thorp Grist Mill and Thorp Schools

90 Develop River Use/Safety and Irrigation Interpretive Program at Diversion Dam or Other Appropriate Location



## Project / Strategy Detail Sheet

*Project Reference Number*
1

*Project Name*
Salmon La Sac Guard Station Interior Restoration and Development into Visitor Center/Interpretive Center

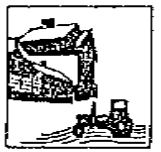
*Location*
Salmon La Sac Campground, north terminus of corridor

*Description*
This National Historic Building was restored on the exterior in 1996 and is currently not open or being used due to limited funding and staff resources of the USDA Forest Service. The interior of the building needs to be restored in accordance with historic restoration standards. The building could then serve as a location for visitor information brochures and pamphlets about area recreation facilities, educational media about proper use and stewardship of national forest lands as well as other public and private land in the vicinity open to public use. The interior of the building could also house additional interpretive information describing the rich history of mining in the area, self-guided tours, history of forest services uses of the building, early Native American activities in the area and other information.

*Needed Resources/Estimated Costs*
A rough estimate of cost for restoration of the interior of the guard station would be around $25,000, depending on the level of utility facilities and built-ins proposed. Costs of adding interpretive displays, information kiosks, etc. may add another $10,000 to $20,000 to the costs. The cost of ongoing operation could range from $25,000 to $30,000 per year or more, depending on hours of operation, utility facilities there and the level of staff employed.

*Potential Funding Sources*
Private and public partnerships with other agencies and cooperatives; Kittitas County General Fund used for tourism promotion; Heritage Resource Center;

*Responsibilities/Coordination*
As the managing agency the USDA Forest Service would need to apply for potential funding partnerships and sources for the project (through the local Cle Elum Ranger District Office). Coordination with the Northwest Interpretive Association and the Mountains to Sound Greenway Trust, which is currently in the process of designing an interpretive sign for installation adjacent to the building, will be needed. Coordination with local chambers and tourism-related businesses may also be necessary, as well as supportive to this type of project. The corridor organization could assist the Forest Service

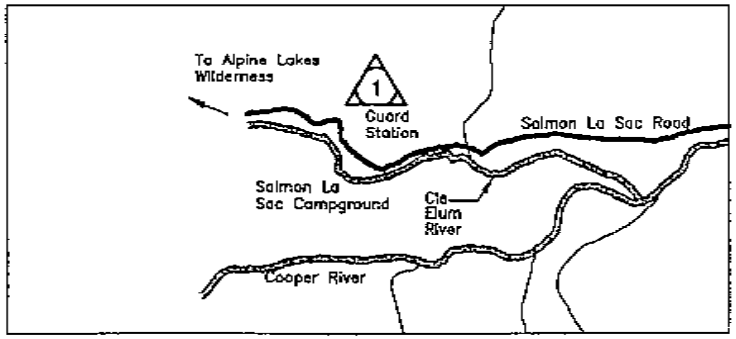


by researching funding possibilities or obtaining private funding.

### *Time Frame Goal*

Due to the high level of visitation that occurs in this area, and the fact that it is growing each year, this project is considered to be a high priority. Planning could begin within the next year with final implementation and opening of the facility to be accomplished in the near term (within three years) pending available funding.

### *Location Map*



# Project / Strategy Detail Sheet

*Project Reference Number*
5

*Project Name*
Signing for Bicycles on Salmon La Sac Road

*Location*
On Salmon La Sac Road from SR 903 to the Salmon La Sac campground.

*Description*
This is a general roadway signing project for this area. Appropriate signing for bike routes along Salmon La Sac Road are suggested. Adequate existing shoulders exist to at least allow for signing of the roadway as a Class 3 Bike Route and utilization of the shoulders for bicycle operation. Advance signs for scenic viewpoints/road pull offs along Lake Cle Elum could also be included in this project, as well as signing to Speelyi Beach and boat launch.

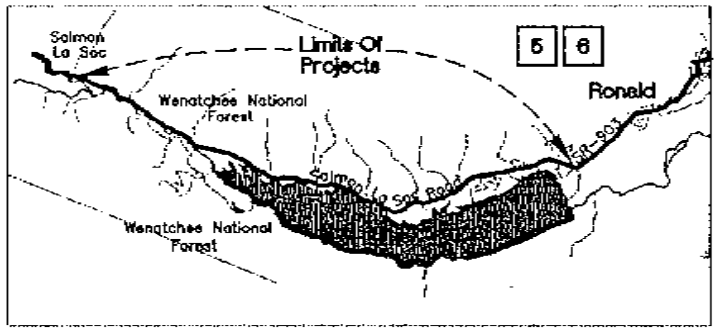
*Estimated Cost*
Signs should be installed approximately every mile for bike route marking; the corridor is about 10 miles long. About six viewpoints are located along the lake. Estimated cost for furnishing and placement of 27 signs is about $6,500.

*Potential Funding Sources*
Kittitas County Transportation Improvement Program, ISTEA Enhancement funds, Kittitas County General Fund used for tourism promotion, or other sources (see potential funding sources list in Appendix).

*Responsibilities/Coordination*
Signs would be installed by Kittitas County Department of Public Works. Development of budget allocation and authorization for expenditure would come through North Kittitas County coordination office.

*Time Frame Goal*
It is recommended that signing be installed as soon as funding becomes available. This is a high priority project.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
6

*Project Name*
Salmon La Sac Speed Limit Study

*Location*
On Salmon La Sac Road from SR903 to the Salmon La Sac campground.

*Description*
The existing roadway has a posted speed limit of 35 miles per hour (mph). It is designed for an operating speed of 50 to 60 mph. As a result, while the posted speed is 35, operating speeds vary from 50 to 55 mph, creating a wide variation in operating speeds along the route. The speed limit on SR 903 to the south is 50 mph. It is suggested that speed studies be conducted to determine if the speed limit should be revised.

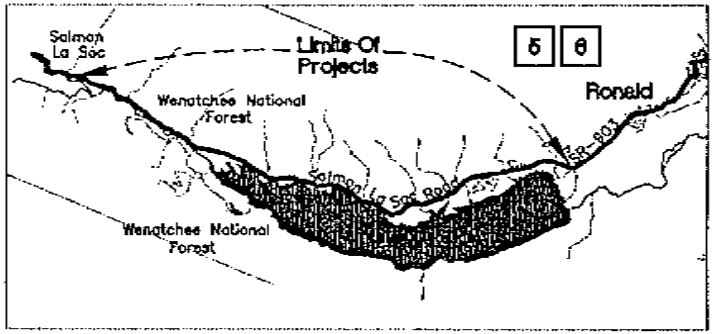
*Estimated Cost*
A speed study budget of about $5,000 would be appropriate. Assuming the study recommends an increase in the speed limit, and it is adopted, replacement of the speed limit signs would cost about $3,000. Total project cost would be a $8,000.

*Potential Funding Sources*
Kittitas County Public Works funds, traffic safety program funds.

*Responsibilities/Coordination*
Studies would be conducted through the Kittitas County Department of Public Works, Traffic Engineers office. Most counties have a formal speed limit review process, and conformance with Kittitas County's process would be required.

*Time Frame Goal*
It is recommended that the speed study and resulting recommendations be completed within the next year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
20

*Project Name*
Coal Mines Trail Crossing/Intersection Improvements at Horvatt Road

*Location*
Intersection of SR 903 and Horvatt Road, about a half mile north of Roslyn.

*Description*
Horvatt Road crosses SR 903 at a skew, just north of the Coal Mines Trail crossing. It is recommended that Horvatt Road approach be made more perpendicular, and the Coal Mines Trail crossing be moved close to the Horvatt Road intersection, to reduce the number of conflicts motorists on SR 903 need to keep track of. The intersection should have advance warning signs, and the trail crossing could be highlighted with overhead signing and illuminated signing. The crossing could be made more visible with treatments such as landscaping or roadside structural elements, special signs, pavement markings, and reduced speed signing. On an interim basis, high level advanced warning signs for the trail crossing could be installed.

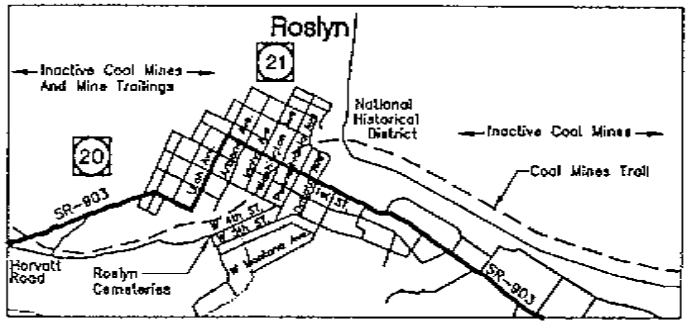
*Estimated Cost*
Cost to include all of the improvements suggested above would be about $250,000.

*Potential Funding Sources*
Kittitas County Transportation Improvement Program, ISTEA Enhancement Funds, Traffic Safety programs, and other sources (see potential funding sources list in the Appendix).

*Responsibilities/Coordination*
Kittitas County Department of Public Works would need to coordinate with WSDOT, as well as the Coal Mines Trail Commission, WSDOT, and the City of Roslyn.

*Time Frame Goal*
It is recommended that action be taken within one year for development of interim measures, and within three years for the full improvement.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
21

*Project Name*
Pedestrian Crossings, Signing, and Marking Through Roslyn

*Location*
City of Roslyn, First Street and Seventh Avenue

*Description*
It is recommended that "piano key" crosswalk markings be provided for important pedestrian crossings (about four locations) on First and Seventh Streets (SR 903) through the City of Roslyn. Significant pedestrian crossing locations need to be confirmed and crosswalk standard details for uncontrolled intersections need to be developed.

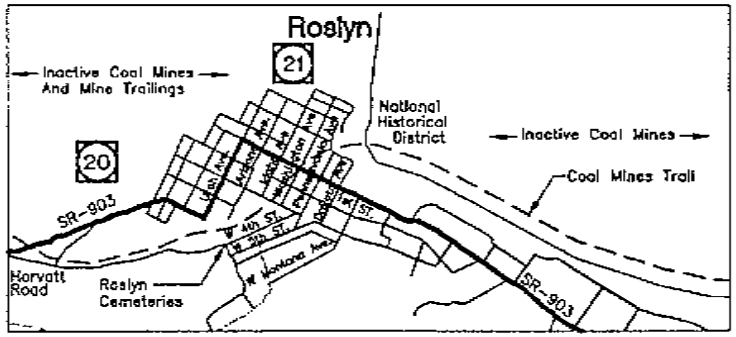
*Estimated Cost*
Estimated cost for signing and marking four crossings is about $1,200.

*Potential Funding Sources*
City of Roslyn Capital Improvement Program, WSDOT Traffic Safety Funds, ISTEA Enhancement Funds.

*Responsibilities/Coordination*
Lead agency for these improvements could either be WSDOT or the City of Roslyn. Coordination would be required between these two agencies, and possible Kittitas County.

*Time Frame Goal*
It is recommended that planning and design efforts begin within the next year, or as soon as funding can be made available.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
41

*Project Name*
Icy Road Signs at Cle Elum River Crossing and North Bullfrog Road Curve Warning Signs

*Location*
Bullfrog Road on either side of the Cle Elum River bridge.

*Description*
It is recommended that warning signs be installed to alert motorists to icy roadway conditions. Use signs with blue dots that change color when freezing weather occurs, or just typical cautionary signs. It is also recommended that curve warning signs be installed to alert motorists to the approaching sharp curves on either side of the bridge. A longer term recommendation would involve realignment of the curves on Bullfrog Road. The potential need for this action, as well as the feasibility of it could be studied as part of the Trendwest Resort EIS currently being prepared.

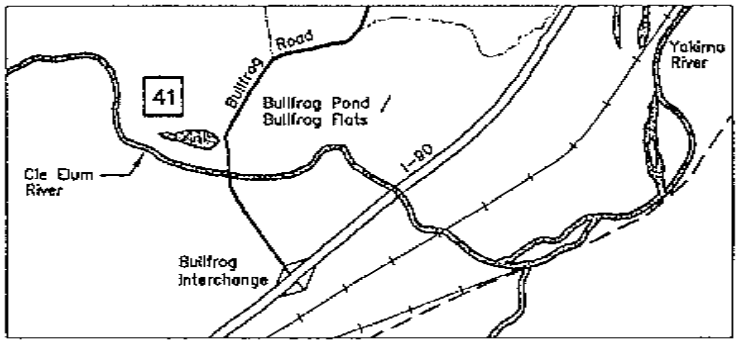
*Estimated Cost*
Installation of the warning signs would cost approximately $2,500. (Curvature realignment costs have not been estimated.)

*Potential Funding Sources*
Kittitas County Public Works Traffic Safety Program.

*Responsibilities/Coordination*
The signs would be installed by the Kittitas County Department of Public Works. The project should be coordinated with development plans for the Trend West Resort.

*Time Frame Goal*
It is recommended that signs be installed as soon as funding can be allocated (immediate).

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
42

*Project Name*
Nonmotorized Improvements on SR 903 in the Vicinity of the Schools (planned project known as "Progress Trail")

*Location*
SR 903 from Stafford Street to school campus.

*Description*
An existing informal pathway exists along the south side of SR903 from Stafford Street to school campus. It is sufficiently used that a well worn trail exists year around. It is recommended that this pathway be converted to a paved, ten-foot wide Class I multi-use trail. This would provide a walkway/bikeway for Cle Elum town residents to travel to the school. This project could also incorporate pedestrian crossings of SR903 at appropriate locations to be identified in a future study.

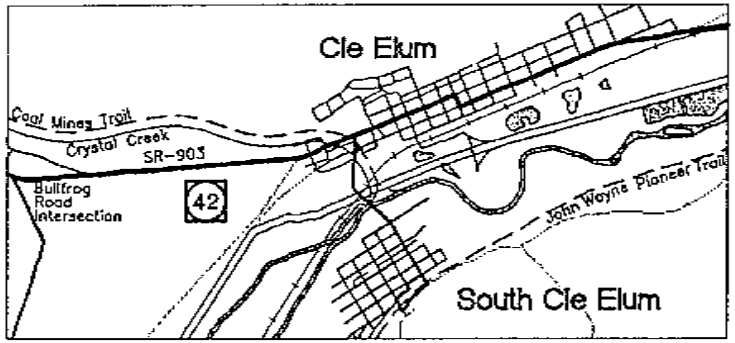
*Estimated Cost*
Total cost of the Class I multi-use trail would be about $50 per linear foot of trail, or about $400,000 in this area.

*Potential Funding Sources*
This project could be funded by Kittitas County traffic safety funds, ISTEA Enhancement funds, FHWA National Recreational Trail Grant Program, IAC Non-Highway and Off-Road Vehicle Activities Program, Public Works Trust Funds, and FHWA Scenic Byways Program. This project would gain a higher priority for funding for many programs if it were a joint effort of several jurisdictions.

*Responsibility/Coordination*
The City of Cle Elum would likely be the lead agency for this project, with close coordination with WSDOT, Kittitas County and the local school district.

*Time Frame Goal*
It is recommended that planning and design efforts begin within one year for development of interim measures that could include minor grading, and signing of the trail pending available funding. Full improvements should be completed within three years.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
46, 47, 48, and 49

*Project Name*
Downtown Cle Elum Streetscape, Interpretive, and Nonmotorized Improvements

*Location*
In the most concentrated areas of businesses and residences on 1st Street and possibly on 2nd Street. On 1st Street, improvements would most likely be needed between the South Cle Elum Way intersection and Peoh Avenue. A project for Railroad Street is already in the planning stages and the corridor organization should work with Cle Elum to support that project as well.

*Description*
Streetscape enhancements and nonmotorized transportation improvements such as bike lanes and sidewalks would be constructed in the town center of Cle Elum. Additional pedestrian crossings would be provided where necessary. Streetscape enhancements could include paving, curb and gutter, curb bulb-outs at intersections to "narrow" the appearance of the street, street trees, street furniture such as benches, banners, and flower planters, lighting and other elements, depending on available funding. Interpretive signs and kiosks and public art could also be installed to address the rich history and culture of the area and provide information about recreational and tourism opportunities.

*Estimated Cost*
The estimated costs for this project would vary depending on the extent of improvements implemented. A pre-design report should be prepared to define the scope of improvements and calculate costs of construction. A planning level pre-design report for a project of this size would typically cost between $30,000 and $50,000.

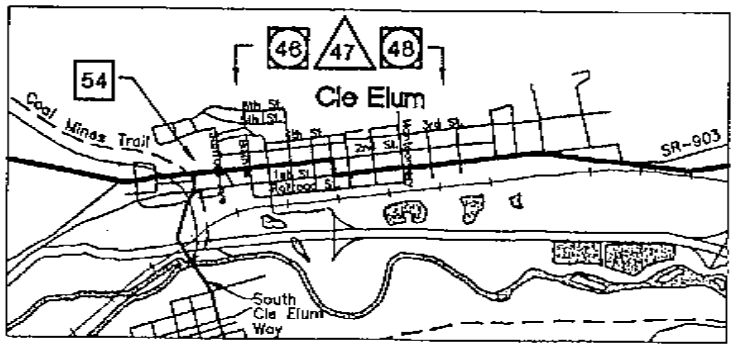
*Potential Funding Sources*
Community Development Block Grants, ISTEA Enhancements Program, DCTED, private funds, or fundraising efforts

*Responsibilities/Coordination*
Coordination and design should occur under the direction of the City of Cle Elum, with input from business owners, the local chamber and community in general. A design contest could be held for a banner theme. Improvements should be designed to be consistent with the Railroad Street enhancements currently being considered.

*Time Frame Goal*
This project is a high priority with proposed increased tourism to the area and other plans that are currently underway (Coal Mines Trail, State Park's plans for

Milwaukee Road site, Trendwest, etc.). It is recommended that a pre-design report be prepared within the next year, if funding can be obtained.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
52

*Project Name*
Information/Visitors Center

*Location*
At railroad wye in Cle Elum.

*Description*
The Cle Elum Chamber of Commerce is interested in placing a visitors center at this location. One idea is to use an old railroad car for the center.

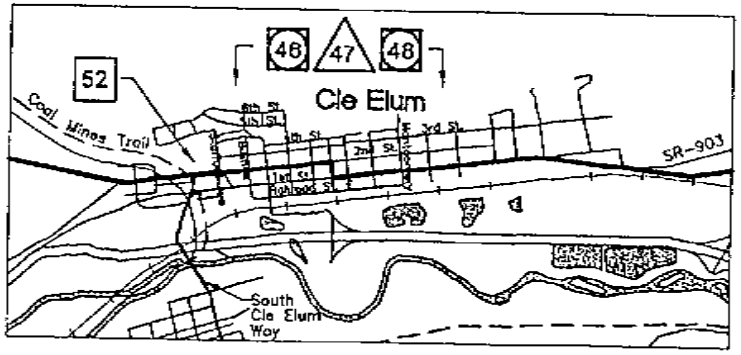
*Estimated Cost*
Costs will depend on the level of facilities at the location as well as the level of private donations.

*Potential Funding Sources*
Could be funded through a combination of public funds and private contributions/fundraising.

*Responsibility/Coordination*
The Chamber of Commerce is leading coordination and implementation efforts for this project. Coordination with Cle Elum, property owners, businesses, the railroad company, and others.

*Time Frame Goal*
Immediate.

*Location Map*



*Project Reference Number*
54

*Project Name*
Intersection Improvements at South Cle Elum Way and 1st Street in Cle Elum

*Location*
This project is located at the intersection of South Cle Elum Way and 1st Street in Cle Elum.

*Description*
During periods of moderate to heavy traffic on 1st Street, traffic approaching from the south on South Cle Elum Way has great difficulty turning left (west) or crossing the intersection. The intersection should be analyzed for traffic signal warrants. It is likely that a signal is warranted. If warranted, the signal should be installed, the South Cle Elum approach should be widened, and pedestrian facilities should be installed.

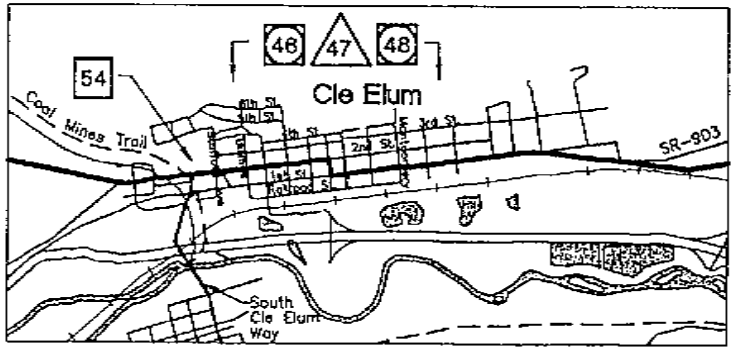
*Estimated Cost*
Total intersection improvements, including rechannelizing the intersection to meet current standards, would cost approximately $250,000.

*Potential Funding Sources*
City of Cle Elum road funds, City of South Cle Elum road funds, WSDOT traffic safety funds, FHWA safety fund programs, and ISTEA Enhancement funds. This project would gain a higher priority for funding for many programs if it were a joint effort of several jurisdictions.

*Responsibility/Coordination*
Lead agency for this project should be the City of Cle Elum with close coordination with the South Cle Elum, Kittitas County, and WSDOT.

*Time Frame Goal*
This is a high priority project. Efforts to obtain funding and proceed with planning and design should begin as soon as possible within one year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
55, 56, 57, and 59

*Project Name*
South Cle Elum Way Nonmotorized and Roadway Improvements; Directional Signs to Iron Horse State Park Trailhead; Streetscape Improvements

*Location*
This project is located on South Cle Elum Way from the Yakima River Bridge south to the turnoff to the John Wayne Trailhead.

*Description*
With the anticipated increase in traffic due to the opening of the BPA Fish Hatchery and State Park's plans to renovate the Milwaukee Railyard, these improvements should be considered. The existing roadway is 28 to 30 feet wide along this route. The lane edge fog line should be removed and the roadway restriped to provide for ten-foot lanes and four-foot shoulders for use by nonmotorized users. Signs to identify the direction to the trailhead and park are needed. Streetscape (such as trees and planters) could be included to enhance the route. The project could be completed on an individual basis or combined as one. It is recommended that a pre-design report be prepared as a first step.

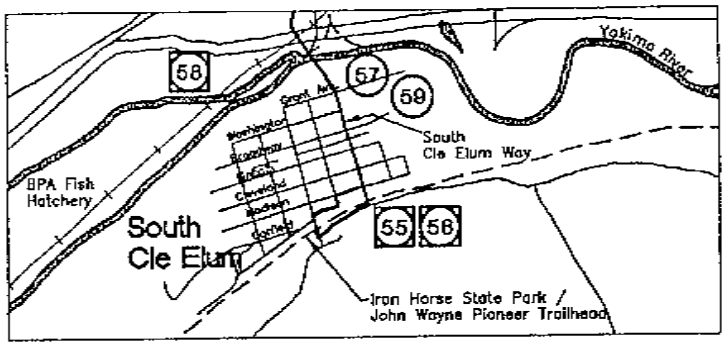
*Estimated Cost*
Estimated cost for a pre-design report would be approximately $30,000 to $50,000.

*Potential Funding Sources*
A combination of Kittitas County, Cle Elum, South Cle Elum road funds, ISTEA, DCTED, and CDBG.

*Responsibilities/Coordination*
This project should be accomplished by Kittitas County striping crews when they do their regular striping in the area, with coordination with the Cities of Cle Elum and South Cle Elum.

*Time Frame Goal*
This is a high priority project. Planning and design efforts should begin within the next year, if funding can be obtained.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
58

*Project Name*
Improve Access to the Bonneville Power Fish Hatchery Site

*Location*
Off of South Cle Elum Way at the undercrossing of Interstate 90, north of Yakima River.

*Description*
The existing roadway access is narrow and visibility is awkward at this location. It is recommended that an analysis be conducted to determine alternatives for access to the site, which is sure to be a popular tourism attraction in the coming years.

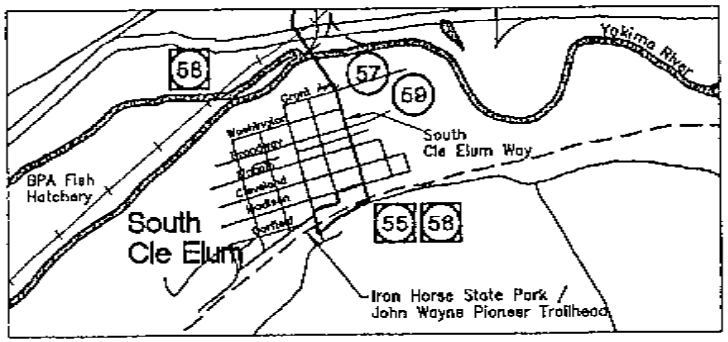
*Estimated Costs*
It would cost approximately $15,000 to $20,000 to conduct a limited-scope study to determine other access alternatives, or options for improvements at this location.

*Potential Funding Sources*
State Public Works Trust Fund, local capital budgets, possibly Sports Fish Restoration Grants, Stewardship Incentive Program or potentially BPA mitigation

*Responsibilities/Coordination*
The City of Cle Elum would mostly likely be in the lead, with close coordination with South Cle Elum, Kittitas County, Bonneville Power Administration, and WSDOT.

*Time Frame Goal*
This study is needed immediately and funding should be pursued as soon as possible.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
65

*Project Name*
Re-Open Teanaway Junction Roadside Stop

*Location*
Just east of the junction of SR 970 and SR 10

*Description*
Community representatives are interested in finding a way to reopen the Teanaway Junction rest stop. New vault toilets could be installed and annual maintenance costs could be funded by various sources or fund raising efforts. The rest stop could also include interpretive facilities, user/visitor education information; landscaping, picnic facilities, etc. The stop was closed because people were dumping their household garbage at the site, and there was not a cost effective means to police the area to keep the problem from reoccurring. The local community feels strongly that there should be a roadside stop at this important transportation hub.

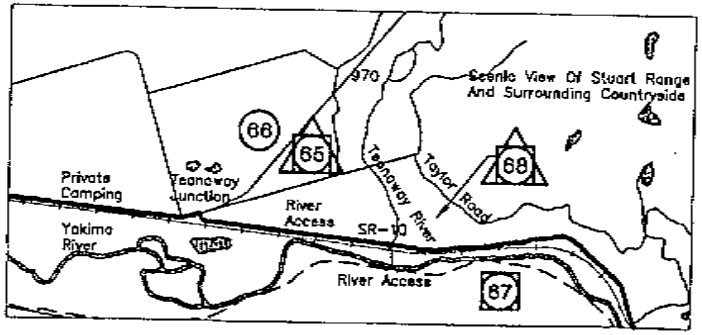
*Estimated Costs*
Installation of new vault toilets and annual maintenance costs would be approximately $90,000. Commercial garbage pickup service and associated costs would need to be covered. Amenities, such as landscaping, interpretive signs, etc., could cost an additional $25,000.

*Potential Funding Sources*
Scenic Byway/Heritage Corridor program, private funds/ fundraising, ISTEA (STP).

*Responsibilities/Coordination*
WSDOT is responsible for the land, so the project would need to be administrated through the state. The corridor organization could take an active role in pursuing funding sources and engaging community support to reopen the stop. A volunteer group could be organized to provide periodic maintenance and control of garbage dumping. Scenic Byway funds are available specifically for situations like this.

*Time Frame Goal*
This project has been identified as a high priority by the CPMT. A program to pursue funding opportunities and initiate community action should be developed as soon as possible within the next year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
66

*Project Name*
River Use and Safety Education Program

*Location*
Information could be made available at the new Teanaway Junction roadside stop if reopened, or at other locations where river users are likely to be looking for assistance and information.

*Description*
Suggest developing an eye-catching poster with an accompanying brochure encouraging safe and responsible river use and stewardship for river rafting, boating, and fishing enthusiasts. Reference could also be made to the Recreational Users Map of Yakima River produced by the Kittitas County Field and Stream Club. This is an excellent source of information, and it is in the process of being updated.

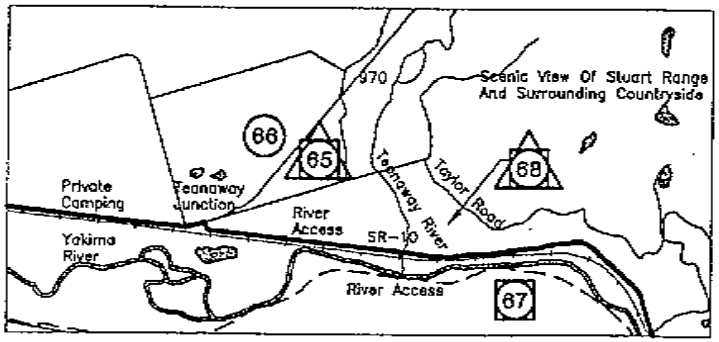
*Estimated Costs*
The cost of developing a poster and a brochure can vary depending on the level of detail and artwork involved. An estimate is $5,000. Volunteer artists and printers may be able to help out with the costs in exchange for free advertising.

*Potential Funding Sources*
Sports Fish Restoration Grants, Stewardship Incentive Program, North American Wetlands Conservation Grants, Environmental Education Grant Program, Aquatic Lands Enhancement Act (ALEA)

*Responsibilities/Coordination*
This is a good project for the corridor association to take the lead on. Coordination with local jurisdictions and state agencies could provide support and possibly additional funding.

*Time Frame Goal*
River use education and safety is high priority and this project needs to be implemented as soon as funding can be obtained.

*Location Map*



*Project Reference Number*
67

*Project Name*
Roadway Improvements on SR 10, from SR 970 (at Teanaway Junction) to US 97

*Location*
This project is located along SR 10 from its intersection with SR 970 easterly to its intersection with US 97 (milepost 88.29 to 104.45), a distance of about 16 miles.

*Description*
The highway length between SR 970 and US 97 is about 16 miles. About half, or eight miles, has deficient shoulders. This project would widen the highway to a uniform width to accommodate two 12-foot lanes with four-foot shoulders on each side and provide drainage improvements. In some areas, rock cuts make the widening much more difficult, and it is recommended that the widening occur where practical, with the recognition that a few short areas may not be feasible to upgrade. Some new guard rail installations are also needed, as well as some upgrades and extension of existing guardrail.

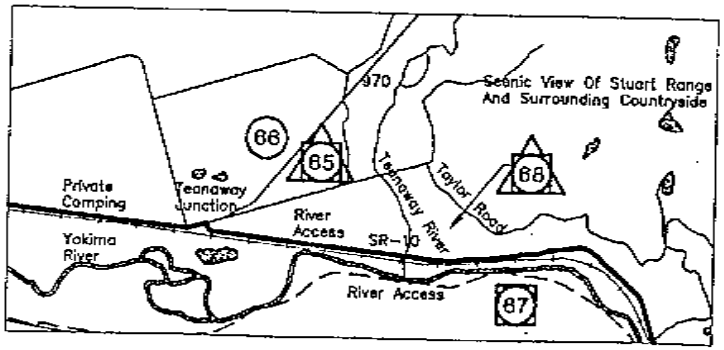
*Estimated Cost*
WSDOT has estimated the cost for these improvements to be $3,500,000.

*Potential Funding Sources*
FHWA STP funds, FHWA traffic safety funds, FHWA Scenic Byways Program, and Kittitas County road funds.

*Responsibilities/Coordination*
This project would be the responsibility of WSDOT with coordination with Kittitas County.

*Time Frame Goal*
As bicycle use and tourism traffic increase, it will become more and more necessary to make these improvements. Accomplishment of the entire project could be spread over a number of years. A program should be developed that initiates action within the first year and proceeds, with regular projects each following year until the work is complete.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
68

*Project Name*
River Access and Recreation Site East of Teanaway River off of SR 10.

*Location*
Site development would require purchase of private property. Approximately one acre would be needed on the east side of the Teanaway River on the north side of the highway (near milepost 90).

*Description*
River access points are desperately needed for public safety purposes. Currently, people park just off the highway and carry their rafts to put in on either side of the bridge. This causes concern on such a high speed thoroughfare. Also, many citizens in the community have expressed concerns about dispersed access to the river and the possible related environmental impacts. For these reasons, the CPMT determined the need to direct river access to appropriate locations and to provide safe opportunities for public access, off the main highway.

This property is a perfect location for a river access and recreation site because of the topography, the scenic quality (excellent views of the surrounding valley and Stuart Mountain range), and proximity to the highway and river. A determination of the extent of potential wetlands or other sensitive features would need to be made prior to purchasing the property. It is anticipated that approximately one acre of land would be needed to construct an access driveway, small parking area for 10 to 12 cars, "honey buckets", and some open space at the shoreline for river access.

If sufficient funding can be obtained, additional enhancements could be provided, such as native landscaping, interpretive signs, information kiosk or river user education bulletin board, picnic shelter/benches, pathways, and a small self-contained restroom with plumbing for running water.

*Estimated Costs*
To construct the basic improvements of the driveway and parking area (gravel, not paved) and install a couple of "honey buckets" the estimated cost would be approximately $50,000. With added amenities, parking lot paving, landscaping, lighting and more formal picnic area improvements, costs could reach the $200,000 range. The costs for land acquisition are not known .

*Potential Funding Sources*
ALEA, IAC grants, Scenic Byways, Sport Fish Restoration, Stewardship Incentive programs,

Washington Wildlife and Recreation Program, private foundations/fundraising, Heritage Resource Center funding, Washington Interpretive Association.

*Responsibilities/Coordination*

This is a perfect "first" project for the new Swift Water Corridor Partnership. The organization could be responsible for first researching the availability of land in that location and then pursuing funding sources for land acquisition and project implementation. A brief summary of the steps that would need to be taken are as follows:

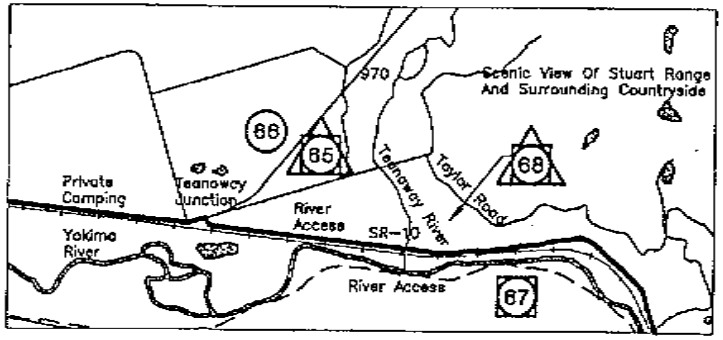
- Identify property owner and research availability of property either through real estate agents or personal contact
- Perform analysis to determine project scope and estimated costs in more detail
- Pursue funding/initiate fundraising campaign to acquire property and implement project
- Acquire property
- Retain a planning and design consultant (landscape architect/engineer) to prepare master plan for the site and first phase construction documents
- Work with the County to obtain necessary permits and approvals
- Oversee construction
- Coordinate with tourism businesses and local resources for information/brochure displays
- Hold ground breaking ceremony!
- Provide ongoing maintenance and operations or turn property over to the County or another government agency for these functions

Coordination with local governments and agencies, chambers, tourism related businesses, etc. may bring additional opportunities and resources. The project provides a wonderful opportunity to promote stewardship of the Yakima River and surrounding valley through educational signs and environmental awareness campaigns.

*Time Frame Goal*

The CPMT has identified this project as a high priority. It is recommended that a program for implementation of this project be established soon after the corridor organization is formally established and definitely within the next year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
72

*Project Name*
River Access and Recreation Site at Swauk Creek

*Location*
North of SR 10 and just east of Swauk Creek

*Description*
River access points are desperately needed for public safety purposes. There are currently no formal public river access points in this area of the corridor. Also, many citizens in the community have expressed concerns about dispersed access to the river and the possible related environmental impacts. The CPMT has determined the need to direct river access to appropriate locations and to provide safe opportunities for public access, off the main highway.

This property is an excellent location for a river access and recreation site because of the topography, the scenic quality and proximity to the highway and river. There do not appear to be wetlands or other sensitive features that would constrain development. It is anticipated that approximately one acre of land would be needed to construct an access driveway, small parking area for 10 to 12 cars, "honeybuckets", and some open space at the shoreline for river access.

If sufficient funding can be obtained, additional enhancements could be provided, such as native landscaping, interpretive signs, information kiosk or river user education bulletin board, picnic shelter/benches, pathways, and a small self-contained restroom with plumbing for running water.

*Estimated Costs*
To construct the basic improvements of the driveway and parking area (gravel, not paved) and install a couple of "honeybuckets" the estimated cost would be approximately $80,000. With added amenities, parking lot paving, landscaping, lighting and more formal picnic area improvements, costs could reach the $250,000 range. The costs for land acquisition are not known. If the land is publicly owned (by DNR), property acquisition may not be necessary, but a land management agreement of sometime and arrangements for long-term maintenance and operation of the facility would need to be made.

*Potential Funding Sources*
ALEA, IAC grants, Scenic Byways, Sport Fish Restoration, Stewardship Incentive programs, Washington Wildlife and Recreation Program, private foundations/fundraising, Heritage Resource Center funding, Washington Interpretive Association.

*Responsibilities/Coordination*

This is also a perfect "first" project for the new Swift Water Corridor Partnership. The organization could be responsible for first researching the availability of land in that location and then pursuing funding sources for land acquisition and project implementation. A brief summary of the steps that would need to be taken are as follows:

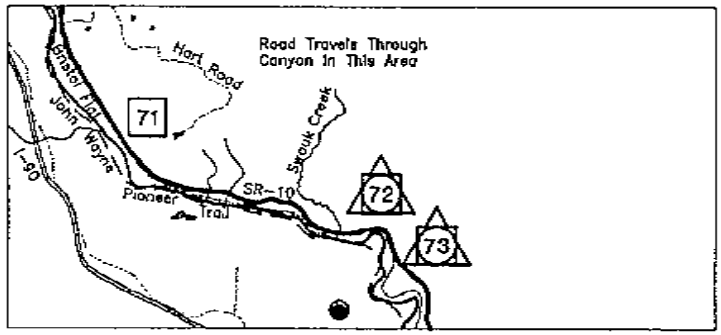
- Identify property owner and research availability of property either through real estate agents or personal contact
- Perform analysis to determine project scope and estimated costs in more detail
- Pursue funding/initiate fundraising campaign to acquire property and implement project
- Acquire property
- Retain a planning and design consultant (landscape architect/engineer) to prepare master plan for the site and first phase construction documents
- Work with the County to obtain necessary permits and approvals
- Oversee construction
- Coordinate with tourism businesses and local resources for information/brochure displays
- Hold groundbreaking ceremony!
- Provide ongoing maintenance and operations, or turn property over to the County or another government agency for these functions.

Coordination with local governments and agencies, chambers, tourism related businesses, etc. may bring additional opportunities and resources. The project provides a wonderful opportunity to promote stewardship of the Yakima River and surrounding valley through educational signs and environmental awareness campaigns.

*Time Frame Goal*

The CPMT has identified this project as a high priority. It is recommended that a program for implementation of this project be established soon after the corridor organization is formally established and definitely within the next year. Note: depending on the feasibility of the Teanaway River Access and Recreation Site, it may be more practical to pursue either this project or that one as a high priority during the next year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
73

*Project Name*
Formal Scenic Pull-off at Bend in Yakima River

*Location*
There are several spots on the south side of SR 10, less than one mile west of the Thorp Highway intersection where a scenic pull-off could be developed.

*Description*
Perhaps the most scenic viewpoint of all the corridor (but there are many to choose from), this site deserves some improvement and recognition. Improvements would involve a paved pull-off area adjacent to the highway, installation of guard rail, and a small overlook area with an interpretive sign (low-mounted height so as to not interfere with the view). Native landscaping could be added for enhancement of the pull-off area.

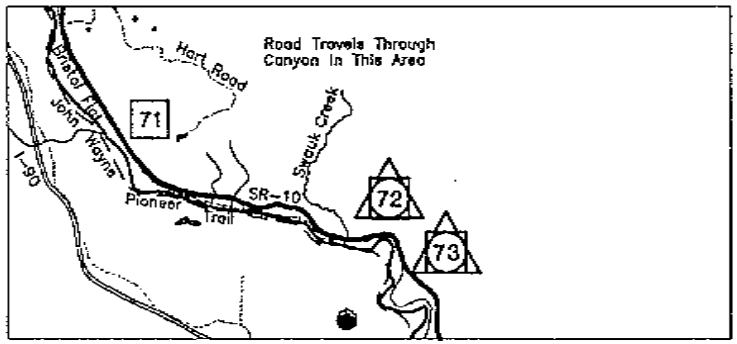
*Estimated Costs*
Improvements at this level would cost approximately $25,000 to $35,000.

*Potential Funding Sources*
Scenic Byway, ISTEA, Stewardship Incentive Program, private funding sources

*Responsibilities/Coordination*
Since this project is within the SR 10 right-of-way, WSDOT would be the overseeing agency. The corridor organization could take an active role in pursuing the project and working closely with WSDOT to develop the pullout area.

*Time Frame Goal*
High priority, it is recommended that this project be one of the early ones pursued by the corridor organization.

*Location Map*



*Project Reference Number*
75

*Project Name*
Coordinate with Local Agricultural Stakeholders and Property Owners

*Location*
Coordination with stakeholders and community outreach is needed all throughout the corridor as part of future corridor management. Citizens in the Thorp area have particularly requested that this coordination take place with them on a regular basis.

*Description*
It is recommended that a regular schedule of focus group meetings be held between corridor organization board members and interested local groups along the corridor.

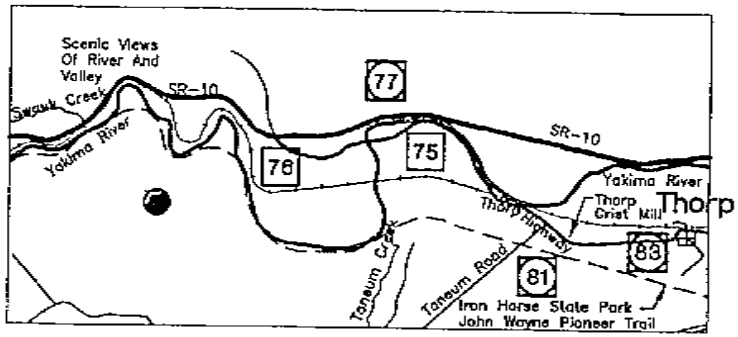
*Estimated Costs*
Costs would be minimal, related to sending out meeting notices and meeting facilities

*Potential Funding Sources*
Efforts could be funded by volunteer work and donations, dues to the corridor organization could also support activities like this.

*Responsibilities/Coordination*
The corridor organization would need to take the lead in coordinating these meetings and communications.

*Time Frame Goal*
Meetings and communications would take place on an ongoing basis.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
76

*Project Name*
Guardrail Improvements and Intersection Signing at North Thorp Highway

*Location*
Guardrail improvement projects are located at the intersection with SR 10 and approximately 1/4 mile south of SR 10 on the Thorp Highway. Advance signing is needed prior to the intersection, as well as coordinated street signing ("Hayward Hill" to the north, "Thorp Highway" to the south is confusing).

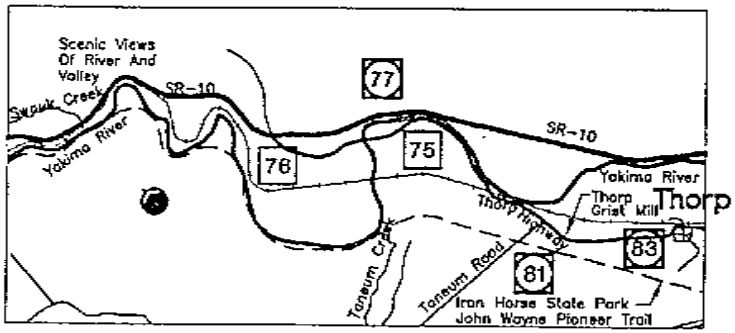
*Description*
About 50 lineal feet of existing guardrail at the SR 10 intersection needs to be replaced. Also, as the highway curves to the south at the location south of the SR 10 intersection, it is located on a fill on the south side of the roadway. The fill should be widened and about 100 feet of guardrail or New Jersey barrier should be installed to prevent vehicles from leaving the highway. Advance intersection signs and street signs would be installed in accordance with County and State requirements.

*Estimated Cost*
Replacement of guardrail, installation of signs, widening of the fill and installation of new guard rail would cost approximately $20,000.

*Responsibilities/Coordination*
The project should be completed by Kittitas County. Coordination with the local community is necessary to ensure that construction activities do not conflict with agricultural operations on the roadway.

*Priority Level*
It is recommended that this project be completed within one year, if funding can be allocated.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
77

*Project Name*
Study for the Need and/or Feasibility of Improvements on North Thorp Highway

*Location*
The study area would include the segment of North Thorp Highway from SR 10 to the I-90 interchange.

*Description*
Prior to promoting increased tourism and recreation traffic on the North Thorp Highway, it is necessary to conduct a study to analyze the need for specific roadway safety and operation improvements from SR 10 to I-90. Typical improvements to study the feasibility of and warrants for include roadway widening, either continuous or at specific segments; bridge widening/replacement at Dudley Bridge; nonmotorized improvements throughout entire segment; road horizontal and vertical alignment deficiencies, pavement repairs and improving sight distance conditions.

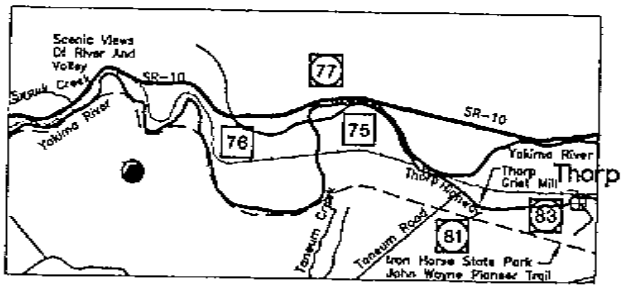
*Estimated Cost*
A planning level study of this type, completed using existing county base data would typically cost between $50,000 and $75,000. If topographic or horizontal surveying is necessary, the total cost of the project could reach $90,000.

*Potential Funding Sources*
ISTEA, Kittitas County traffic safety or road improvements funds, FHWA traffic safety funds

*Responsibilities/Coordination*
Kittitas County would be responsible for initiating and administrating the study. Public involvement should definitely be included in this study to gain input on roadway use and operations from local community, property owners, farmers and ranchers.

*Time Frame Goal*
This study is a high priority and it is recommended that funding be pursued and a consultant be retained within the next year. Implementation of recommended improvements should occur within the near term (3 years), if funding can be obtained.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
81

*Project Name*
Improve Sight Distance Conditions at Railroad Crossing and Thorp Grist Mill on Thorp Highway

*Location*
Railroad right-of-way crossing and highway curve at Thorp Mill

*Description*
Removal of vegetation and weeds within the railroad right-of-way is needed to improve sight distance. Traffic safety improvements, including signs and routing alternatives should be implemented to improve sight distance problem at the mill.

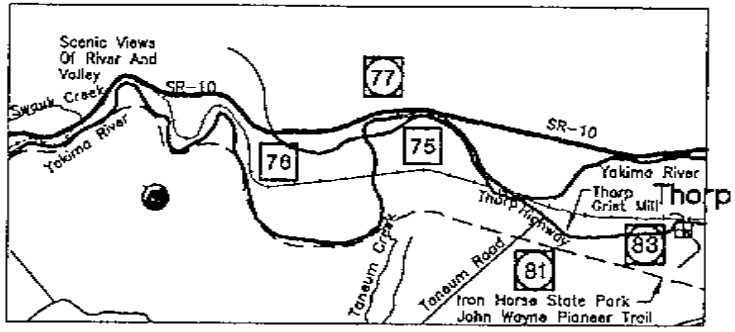
*Estimated Cost*
Railroad maintenance activities should not involve any costs. Traffic safety improvements at the mill could vary in cost depending on the level of construction. Minimal installation of signs and traffic rerouting could be less than $5,000. Realignment of the roadway or widening would be difficult and much more costly.

*Potential Funding Sources*
ISTEA, Kittitas County traffic safety funds, FHWA funds

*Responsibilities/Coordination*
Coordination between Kittitas County and the railroad is necessary maintenance within the railroad right-of-way. Kittitas County should coordinate with the Thorp Mill Society on current improvements taking place to improve sight distance conditions. Also, additional study of the highway alignment in this area and the need for potential improvements could be consolidated into the study work recommended overall for the highway from SR 10 to I-90 (project reference number 77). Coordination with local property owners will be important.

*Time Frame Goal*
These improvements are already underway. The corridor organization should coordinate with Kittitas County to support this project.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
83

*Project Name*
Roadway Improvements and Nonmotorized Facilities/ Thorp Highway in the Vicinity of the Thorp Grist Mill and Thorp Schools

*Location*
Along the Thorp Highway between the historical Thorp Mill and Thorp School.

*Description*
Provide delineated walking facilities along this route through the use of widened shoulders along the road, or installation of a separate multi-use pathway. Existing crosswalks across Thorp Highway at the school are also faded and worn, and should be replaced.

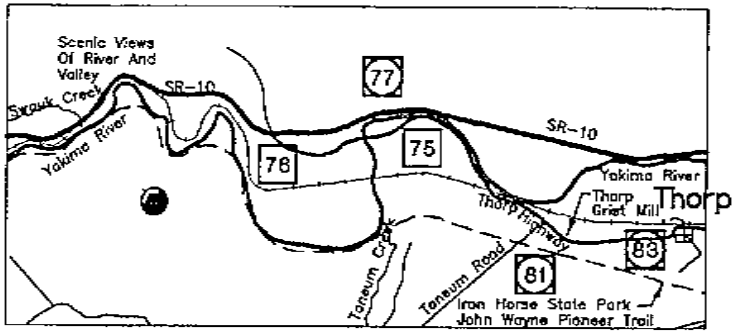
*Estimated Cost*
Approximate cost of this project would be $100,000.

*Potential Funding Sources*
This project could be funded with a combination of Kittitas County traffic safety funds, ISTEA Enhancement funds, FHWA National Recreational Trail Grant Program, IAC Non-Highway and Off-Road Vehicle Activities Program, Public Works Trust Funds.

*Responsibilities/Coordination*
This project should be accomplished by Kittitas County.

*Time Frame Goal*
Planning and design efforts should begin within the next year.

*Location Map*



## Project / Strategy Detail Sheet

*Project Reference Number*
90

*Project Name*
Develop River Use/Safety and Irrigation Interpretive Program at the Diversion Dam on the Yakima River or Other Appropriate Location

*Location*
West of Ellensburg, adjacent to the south side of SR 10

*Description*
As part of introducing additional river access opportunities, it is important to educate the public about the hazards of river use, such as the diversion dam. There is also an opportunity to inform and interpret the history of the development of irrigation in the Yakima Valley. At times during pioneer settlement in the valley, fairly sophisticated systems of flumes, ditches, siphons and other elements were constructed to convey water for agricultural uses. A small kiosk or interpretive panel could be placed at this location to accomplish both river-use education and interpretation of the value of the river as a major irrigation source.

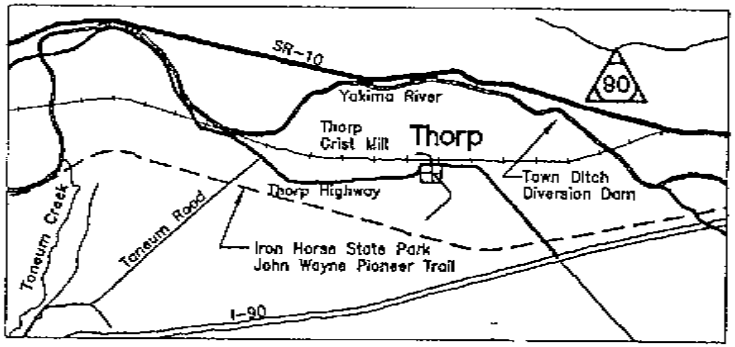
*Estimated Costs*
An interpretive panel would cost approximately $2,500 to $5,000 to design, build and install.

*Potential Funding Sources*
Stewardship Incentive Program, ALEA, Kittitas County Reclamation District budget, Environmental Education Grant Program (EPA)

*Responsibilities/Coordination*
The corridor organization could take the lead on this project, working closely with the Kittitas Reclamation District, WSDOT, Kittitas County, and special interest groups.

*Time Frame Goal*
This is a project for which planning and the pursuit of funding could begin immediately.

*Location Map*



## Benefits of Recommended Corridor Actions

The recommended corridor actions will result in many benefits if implemented. The benefits matrix on the following pages lists all the suggested strategies and projects of the Vision Action Plan and indicates the related types of benefits that would be expected to occur. The types of benefits that would result from implementation of the Vision strategies and projects can be organized into five categories:

- Preserving and Enhancing Intrinsic Qualities (PEIQ)
- Improving Roadway Safety and Operations (IRSO)
- Balancing the Needs of Roadway Users (BNRU)
- Preserving and Enhancing the Visitor's Experience (PEVE)
- Promoting and Marketing the Corridor (PMC)

Each of these categories of benefits is described briefly below.

***Preserving and Enhancing Intrinsic Qualities***
Identifying methods to retain and sustain the intrinsic qualities of the corridor is really the "cornerstone" element in corridor management planning. These qualities are the features that make the corridor a truly unique and special place, and these are often the reason people come to visit the corridor. The more people come to visit, tour and recreate in the area, the greater the need to preserve and enhance the intrinsic qualities. The better preserved and enhanced these qualities are, the more people will continue to come. (Its a cycle!)

Recommended actions that fit into this category are listed in the benefits matrix and include elements such as interpretive programming that informs people about the unique aspects of the corridor, as well as possible sensitivities, such as fire risks, and habitat vulnerability. Interpretive signs and information brochures can also be used to make people aware of appropriate and safe behavior while recreating on public or private land. Stewardship programs and volunteer efforts, such as cleanups, tree plantings, work parties, and special events celebrating the value of natural resources to the area are also important strategies in this category.

***Improving Roadway Safety and Operations***
The benefits that result from projects and strategies that improve roadway safety and operations are two-fold. Existing roadway deficiencies can be improved to better handle current traffic and operational needs, and improvements will also help to prepare the transportation system for the potential of increased recreational and tourism related trips. Examples of these types of

improvements include minor realignments at curves, bypass studies, additional lanes and traffic control devices including signing.

*Balancing the Needs of Roadway Users*

With increased tourism and recreational travel, the mix of roadway uses typically becomes more diversified, yet there is still a need for the roadway to function as it did previously. Rural and forest highways previously designed to carry timber hauling trucks and agricultural equipment now also become travel ways for recreational vehicles and campers, bicyclists, pedestrians, equestrians, snowmobilers and sight seers.

Strategies that recommend methods for balancing these uses are essential component of corridor planning. Actions such as "share the road" campaigns, shoulder widening, trails and pathway development, passing lanes, road pull-offs, and signing can help to expand opportunities for varied uses and educate people about the needs of others using the roadway system. In some cases (at certain locations or during specific times) it may be necessary to give certain users priority over others. For example, timber hauling roads may need to be closed to recreational traffic during heavy use times. Tourist and bicycle traffic may need to be limited on rural roads during harvest or planting season when farmers are moving equipment regularly. Sometimes, special events, such as bicycle racing tours, or horse/wagon rides may create the need to temporarily close minor roads, limiting use by others during the event.

*Preserving and Enhancing the Visitor's Experience*

The Swift Water Corridor provides many wonderful experiences for visitors, as well as for people who live and work in the area. This Vision focuses on preserving these existing unique experiences, as well as creating new experiences. There are some elements citizens have specifically requested to better serve visitors to the area: more public access points to the river, information centers, additional public restrooms and roadside stops/ pull-offs, and "frosting-on-the-cake" types of improvements, such as landscaping, picnic areas, downtown street improvements, interpretive signs, and other enhancements. Several of the recommended strategies address these community needs.

*Promoting and Marketing the Corridor*

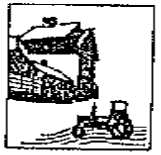
Strategies and projects that provide benefits related to promoting and marketing the corridor are valuable because of the positive economic impact increased tourism will have on the region. People love to drive along and visit heritage-rich towns and corridors (even if they are not designated scenic byways). People also come to the area for numerous year-round recreational and tourism opportunities. With future marketing and promotion of

these opportunities, direct economic benefits will result. More travel in the area means more shopping and spending, more overnight stays at motels and bed and breakfasts, more jobs, and more revenue generated by sales and luxury taxes. Strategies and projects that promote and market the corridor include brochures, driving tours, posters, special events, and related public service announcements.

## Action Plan Benefits Matrix

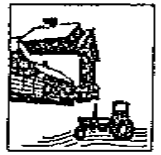
The Action Plan Benefits Matrix lists all general and area/site specific actions recommended in the Vision.





| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities* *PEVE = Preserving and Enhancing the Visitor's Experience*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users* *PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| | ***General Overall Strategies*** | | | | | |
| A | Coordinate corridor organization | • | • | • | • | • |
| B | Elect or appoint a corridor board | • | • | • | • | • |
| C | Further develop corridor theme(s) or catch phrase(s) that correlate to the Swift Water Corridor name and intrinsic qualities | | | | | • |
| D | Coordinate Swift Water Corridor logo design | | | | | • |
| E | Coordinate with staff and elected officials from local jurisdictions and agencies | • | • | • | • | • |
| F | Implement ongoing community participation plan | • | • | • | • | • |
| G | Participate and coordinate with other current planning efforts and projects | • | • | • | • | • |
| H | Coordinate with agencies and land managers on public use and accommodation issues | • | • | • | • | |
| I | Work with applicable agencies to monitor tourism/visitor levels and associated impacts and benefits in the corridor | • | • | • | • | |
| J | Support and sponsor community youth projects and programs related to the corridor | • | | • | • | • |
| K | Support and sponsor arts and cultural programs and events | • | | | • | • |
| L | Develop overall design guidelines | • | | | • | |
| M | Develop and implement an interpretive program | • | | | • | • |
| N | Prepare a brochure/map of the corridor and coordinate with others who publish tourism brochures and visitors guides | • | | | • | • |
| O | Update "GO DO Around Cle Elum" book | | | | • | • |
| P | Organize new tours or promote corridor opportunities through existing touring programs | | | | • | • |
| Q | Coordinate with the Watchable Wildlife Program | • | | | • | • |

| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities* *PEVE = Preserving and Enhancing the Visitor's Experience*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users* *PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| R | Work with local media | | | | | • |
| S | Improve angler and boater access points to the Yakima River | • | | | • | • |
| T | Provide directional signs throughout the corridor to assist with way-finding | | • | | • | • |
| U | Encourage the renovation and reuse of existing historic structures for community uses and tourism activities | • | | | • | |
| V | Support the existing "River Cleanup" program every fall | • | | | • | • |
| W | Implement roadside cleanup programs for areas where none exist and support existing cleanup programs | • | | | • | • |
| X | Implement a road sharing safety campaign | | • | • | • | |
| Y | Work with local and state law enforcement to improve level of service within corridor | | • | | • | |
| Z | Encourage a private enterprise passenger tourism train service between destination points within the corridor | | | | • | • |
| AA | Provide incentives to local business, property owners, and others and cooperate with them to repair and cleanup properties and restore historic elements | • | | | • | • |
| BB | Provide advance warning for viewpoint areas, primarily on SR 10, SR 903, and Salmon La Sac Road | • | • | • | • | • |
| CC | Provide advance warning for major intersections and turnoffs along the corridor | | • | • | • | |
| DD | Work with others to support development of additional tourism and destination recreational opportunities in the region | • | | | • | • |
| *Suggested for Salmon La Sac Road from Salmon La Sac Campground to South End of Lake Cle Elum* | | | | | | |
| 1 | Restore interior of Salmon La Sac Guard Station and create an interpretive/information/visitors center (see project detail sheet) | • | | | • | • |
| 2 | Continue to coordinate with Mountains to Sound on proposed interpretive signing and expand interpretive information/signs at Salmon La Sac if desired | • | | | • | • |



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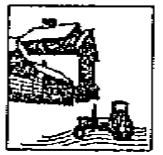
|---|---|---|---|---|---|---|
| 3 | Install enhancements and an information kiosk that identify Salmon La Sac as the northwestern terminus of the corridor | • | | | • | • |
| 4 | Install interpretive signs at existing road pull-offs on Salmon La Sac Road and at new pull-offs, campgrounds, or other appropriate locations. | • | | | • | • |
| 5 | Install bike route signs and provide driver and bicyclist education for sharing the road with each other and other users | | • | • | • | |
| 6 | Conduct speed limit analysis to determine if speed limits should be adjusted | | • | • | • | |
| 7 | Provide additional scenic viewpoints/road pull-offs along Lake Cle Elum | • | • | • | • | • |
| 8 | Provide advance signing for roadway pull-offs | | • | | | |
| 9 | Provide signs to Speelyi Beach | | | | • | |
| 10 | Work with USFS and other land managers to determine the need for expanded recreation/camping facilities and increased public access to Lake Cle Elum | • | | | • | |
| 11 | Conduct analysis to evaluate the existing shared roadway use with snowmobiles | | • | • | • | |
| *Suggested for SR 903 From the South End of Lake Cle Elum to Roslyn* | | | | | | |
| 12 | Realign highway curves in the vicinity of Patrick Mine Road and Lake Cabins Road | | • | | | |
| 13 | Consider Ronald streetscape enhancements and pedestrian improvements/roadway improvements | | • | • | • | |
| 14 | Interpretive suggestions for this section | • | | | • | • |
| 15 | Install enhancements at the Coal Mines Trail trailhead located at the Fire Fighter's Memorial Park | • | | | • | |
| 16 | Widen roadway shoulders in some locations to facilitate better nonmotorized access | | • | • | • | |
| 17 | Conduct analysis of snowplowing operations in Ronald area | | • | | | |

| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities* *PEVE = Preserving and Enhancing the Visitor's Experience*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users* *PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| 18 | Realign highway curve in the vicinity of Fanhouse Road for safer travel | | • | • | | |
| 19 | Realign highway curves in the vicinity of Horvatt Road for safer travel and improved sight distance | | • | • | | |
| 20 | Design and construct intersection improvements at the Horvatt Road intersection and Coal Mines Trail crossing | | • | • | • | |
| | ***Suggested for SR 903 Through Roslyn to Bullfrog Road Intersection*** | | | | | |
| 21 | Provide pedestrian signs and crosswalk markings at areas where pedestrians cross most frequently | | • | • | • | |
| 22 | Widen roadway shoulders to eight feet on both sides from Roslyn Creek to California Avenue | | • | • | • | |
| 23 | Set up a corridor information center in the existing museum or at another location frequently visited by tourists | • | | | • | • |
| 24 | Supplement existing interpretive elements and public art in Roslyn | • | | | • | • |
| 25 | Work with Roslyn to coordinate design and implementation of streetscape improvements along most-traveled streets in the town core | • | • | • | • | • |
| 26 | Coordinate with current efforts to develop trailhead improvements at the Roslyn Coal Mines Trailhead | | | | • | • |
| 27 | Coordinate with local business owners on promotional ideas for the corridor and town events | • | | | • | • |
| 28 | Work with the City of Roslyn and the Kiwanis on planned enhancements/improvements to the Kiwanis Park | • | | | • | |
| 29 | Analyze potential ways to improve snow removal/storage operations | | • | | | |
| 30 | Conduct bypass alignment and feasibility study for Roslyn area | | • | • | | |
| 31 | Realign the curve in the vicinity of Alaska Avenue | | • | • | | |
| 32 | Widen roadway shoulders from Roslyn north city limits to Ronald | | • | • | | |
| 33 | Install advance warning sign, crosswalk markings and signage to alert motorists of the curve | | • | • | | |



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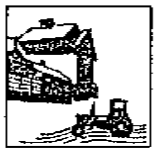
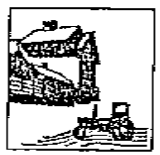
|---|---|---|---|---|---|---|
| 34 | Install intersection warning signs to alert drivers to the approaching cross road of Montana Avenue at milepost 5.15 | | • | • | | |
| 35 | Install intersection warning signs to alert drivers to the approaching crossroad of California Avenue at milepost 4.97 | | • | • | | |
| 36 | Identify/create a bicycling loop in the Roslyn/Cle Elum vicinity | • | • | • | • | • |
| | *Suggested for Bullfrog Road from SR 903 to I-90* | | | | | |
| 37 | Bullfrog Road/SR 903 intersection improvements | | • | • | • | |
| 38 | Install warning signs to advise motorists of sharp curve in roadway at curve 0.35 miles south of SR 903 | | • | • | | |
| 39 | Install guardrail on fill side of roadway; guardrail will extend for about 0.5 miles at curve 1.4 miles south of SR 903 | | • | • | | |
| 40 | Coordinate with Trendwest on resort-related improvements and required mitigation improvements | • | • | • | • | |
| 41 | Realign highway to reduce curvature, add guardrail, install signs and widen shoulders at curves 2.25 miles south of SR 903 on both sides of the river crossing | | • | • | | |
| | *Suggested for SR 903 from Bullfrog Road Intersection Through Cle Elum to SR 970 Start* | | | | | |
| 42 | Improve existing informal path for nonmotorized transportation use in the vicinity of the school complex | | • | • | • | |
| 43 | Work with City representatives to consider and install traffic calming treatments at entrances to Roslyn and on through streets | • | • | • | • | |
| 44 | Widen shoulders for walking west of Stafford Street over narrow fill | | • | • | • | |
| 45 | Realign the curve in SR 903 at milepost 0.24 | | • | • | | |
| 46 | Provide streetscape enhancements to downtown area | • | • | • | • | |
| 47 | Provide interpretive elements that address the history and culture of the area | • | | | • | • |

| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities* *PEVE = Preserving and Enhancing the Visitor's Experience*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users* *PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| 48 | Install pedestrian signs and crosswalks at locations where pedestrians most frequently cross | | • | • | • | |
| 49 | Improve signing to South Cle Elum and other visitor attractions | | | | • | • |
| 50 | Coordinate with local business owners/chamber of commerce to promote the corridor | | | | | • |
| 51 | Improve Coal Mines Trail connections | | | | • | |
| 52 | Information center at the railroad wye in Cle Elum | • | | | • | • |
| 53 | Consider upgrading the Oakes Avenue interchange to a full diamond so that traffic movements to and from downtown Cle Elum may be served at this one location | | • | | | |
| *Suggested for South Cle Elum Way/1st Street from SR 903 to John Wayne Trailhead in South Cle Elum (Spur)* | | | | | | |
| 54 | Implement intersection improvements for the 1st Street/South Cle Elum Way intersection | | • | • | • | |
| 55 | Provide travel way for pedestrians and bicyclists adjacent to roadway or nearby along the alignment in South Cle Elum | | • | • | • | |
| 56 | South of the Yakima River, restripe South Cle Elum Way to reduce the traffic lanes to 10 feet and keep remaining shoulder for pedestrians and bicyclists | | • | • | • | |
| 57 | Install signs to direct people to John Wayne Trailhead, Moore House, and other destinations in South Cle Elum | | | | • | • |
| 58 | Improve access to fish hatchery | | • | | • | |
| 59 | Install streetscape landscaping along the main South Cle Elum route to the John Wayne Pioneer Trailhead | • | | • | • | • |
| 60 | Coordinate with BPA, State Parks, Coal Mine Trail Commission, and others on potential tourism activities | • | | | • | • |
| 61 | Interpretive and recreation promotion suggestions for the area | • | | | • | • |



| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users*<br>*PEVE = Preserving and Enhancing the Visitor's Experience*<br>*PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| | ***Suggested for SR 970 Start to Junction with SR 10*** | | | | | |
| 62 | Reconstruct interchange from I-90 to SR 903 (at the start of SR 970) | | • | • | | |
| 63 | Widen existing two-lane road to four lanes to add capacity from SR 970 wye connection to Teanaway Junction | | • | • | | |
| 64 | Realign and add channelization at the junction of SR 10 and SR 970 | | • | • | | |
| 65 | Reopen the Teanaway Junction roadside rest stop | • | • | • | • | • |
| 66 | Provide river use and safety education programs | • | | | • | • |
| | ***Suggested for SR 10 from SR 970 through Canyon to North Thorp Highway*** | | | | | |
| 67 | Widen this entire segment of the roadway where practical | • | • | • | • | |
| 68 | Develop river access/recreation site at the property west of Taylor Road and east of the Teanaway River | • | | | • | • |
| 69 | Install wildlife warning reflectors to help deter deer, elk, etc. from crossing the highway at night in the vicinity of the Teanaway River | | • | • | | |
| 70 | Develop interpretive pull-off at Bristol Flats Area | • | | | • | • |
| 71 | Provide mitigation for rockfall problem where needed | | • | | | |
| 72 | Develop river access/recreation site at the Swauk Creek area | • | | | • | • |
| 73 | Develop formal scenic pull-off area at bend in river | • | | | • | • |
| 74 | Install interpretive signs at pull-offs or other locations | • | | | • | • |

| No. | *Location and Description*<br>*PEIQ = Preserving and Enhancing Intrinsic Qualities* *PEVE = Preserving and Enhancing the Visitor's Experience*<br>*IRSO = Improving Roadway Safety and Operations*<br>*BNRU = Balancing the Needs of Roadway Users* *PMC = Promoting and Marketing the Corridor)* | *PEIQ* | *IRSO* | *BNRU* | *PEVE* | *PMC* |
|---|---|---|---|---|---|---|
| | ***Suggested for North Thorp Highway from SR 10 to I-90 (Spur)*** | | | | | |
| 75 | Coordinate with local agricultural stakeholders and property owners | • | • | • | • | |
| 76 | Replace guardrail at SR 10 intersection and install advanced intersection signing | | • | • | | |
| 77 | Conduct a study to evaluate and improve roadway conditions prior to increased bicycling or other tourism activities | | • | • | • | |
| 78 | Widen roadway to 22-foot driving surface, four-foot paved shoulders for 30-foot total width | | • | • | • | |
| 79 | Coordinate with the Washington Department of Fish and Wildlife to regain public access opportunity on Dudley road | • | | | • | |
| 80 | Widen/replace bridge over Yakima River vicinity Dudley Road | | • | • | | |
| 81 | Improve sight distance at Thorp Mill | | • | • | | |
| 82 | If conflicts between agricultural operations and bicyclists and other users continue, it may be necessary to discourage tourism during harvest season | | • | • | | |
| 83 | Provide pedestrian improvements between the school and the mill | | • | • | • | |
| 84 | Widen to 22-foot driving surface, 4-foot paved shoulders from Thorp School to I-90 interchange | | • | • | • | |
| 85 | As Thorp Highway leaves the I-90 interchange to the north, replace the cable guard rail with beam guard rail, or New Jersey concrete barrier | | • | | | |
| 86 | Install crop/livestock identification signs | • | | | • | • |
| 87 | Work with the Thorp Mill Society to implement the proposed master plan of improvements | • | | | • | • |
| 88 | Coordinate with Mountains to Sound on proposed interpretive signing a the mill site | • | | | • | • |
| 89 | Install interpretive signs at appropriate points | • | | | • | • |



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|---|---|---|---|---|---|---|
| | ***Suggested for SR 10 from North Thorp Highway to End of Corridor*** | | | | | |
| 90 | Develop a river-user education and interpretive site at the diversion dam | • | | | • | • |
| 91 | Same interpretive ideas as noted above | • | | | • | • |
| 92 | Explore other possible public river access points below dam | • | | | • | • |
| 93 | Install enhancements/information kiosk that identify the junction with US 97 as one of the termini of the corridor | • | | • | • | • |

## Recommended Interpretive Program: "Telling the Story"

The recommended interpretive program for the corridor is to convey the story of the corridor as a continuing theme related to time from one terminus to another. The story would relate to a time line of events from prehistoric geologic events and early human existence to pioneer settlement, and development of the coal mining, railroad, agricultural, and tourism industries over the years.

The Salmon La Sac area can serve as the earliest end of the time line, with discussions of geologic formations of the Cascade Mountains, glacial activities and subsequent lakes and rivers. Early Native American activities in the area can also be described. Then, as you proceed through the corridor (through Ronald, Roslyn and Cle Elum), coal mining and railroad influences on the rich ethnic heritage of the area can be described. Moving farther east, the influences of pioneer homestead settlements and development agricultural industries can become the focus. At the south eastern terminus of the corridor, references can be made to modern day culture, with descriptions of the Ellensburg rodeo, Central Washington University, etc.

An important component in the overall interpretive program will be the tie between natural resources and human activities (such as geologic formations and coal mining, rich valley soils, Yakima River recreation, and agriculture). Water is another component that serves as a constant along the corridor and this could be integrated into the theme, as well.

The recommended interpretive program would tie in nicely with the Mountains to Sound program which also uses a time line approach in its displays. Several other of the interpretive elements along the corridor are based on history themes.

Information from this Vision document can be used as a starting point for programming the interpretive elements for the corridor. The Existing Conditions and Intrinsic Qualities Analysis in this Vision provides a comprehensive selection of topics to build on for interpretive signs and markers. It will be important to coordinate with official historians, scientists, natural resources specialists, and local communities in the area to ensure that the details and historical information to be displayed on the interpretive elements are accurately depicted and consistent with local tradition and culture.

## General Design Considerations

The design considerations listed below are provided to assist the corridor organization in the future stages of implementing the projects identified in the Vision. This

information is intended to be a summary of important design considerations, as well as a resource that offers guidance about where to find additional information.

When planning, designing, and implementing physical projects along the corridor, it will be important to coordinate with the local, state, and federal agencies that have jurisdiction over land use actions, development activities, and environmentally sensitive areas, including those responsible for regulations, permitting, and approvals, at the onset of the project. These agencies will provide more detail about design-related requirements and standards and additional guidance for completion of the project.

A few important design considerations are listed under each topic heading below. Once the corridor organization becomes established, the group may want to adopt more specific design guidelines for projects within the corridor. They may also want to establish a formal design coordination or review process so that they can be involved in planning and design efforts for projects throughout the corridor.

*General*

A primary factor influencing design of elements within the corridor will be the preservation and enhancement of intrinsic qualities. Public safety is another important factor in design.

Design of elements along the corridor should always consider aesthetics and creating an image or character that is compatible to and not competitive with the existing surroundings. Attention should be drawn to the intrinsic qualities of the corridor that are cherished by those who visit it, not to new signs, or overly dominant architectural features. The appropriate choices of color, texture, pattern, and scale will help to ensure that the element has been carefully designed to blend with the surrounding landscape.

Physical projects, such as roadway improvements, recreation sites, parking areas, scenic pull-offs/viewpoints, and others should be designed by professional consultants to ensure that regulatory requirements are complied with. Professional services are often a requirement of project funding sources.

*Roadway Improvements*

Roadway improvements need to comply with WSDOT Design Manual requirements, as well as AASHTO standards and the requirements of local jurisdictions, as applicable.

The Federal Scenic Byways Advisory Committee urges compliance with American Association of State Highway and Transportation Official (AASHTO) standards in ways that support scenic byway/corridor management planning objectives.

*Nonmotorized Facilities*

Trails, pathways, sidewalks, bike lanes, and other types of nonmotorized facilities are important features of the corridor. These facilities need to be carefully designed in consideration of the needs of all user groups. Safety, convenience, and cost are typically the strongest factors that influence design.

Design criteria related to pedestrian, bicycle, and equestrian facilities can be obtained from many sources. The guiding documents for design of bikeways and bike lanes are the *Guide for the Development of Bicycle Facilities* by AASHTO, and *Section 1020, Facilities for Nonmotorized Transportation* of the WSDOT Design Manual. A new guidebook for the design of pedestrian facilities soon will be distributed by WSDOT for public review and comment.

*Recreation Sites/River Access*

Public safety is of utmost concern at these locations. Signs and educational materials need to be provided to remind people to be careful. Sensitivity to the environment is also important. Where possible, access to the river needs to be directed to specific locations so that impacts will focus on small specific areas, rather than be dispersed throughout the site.

*Signs and Interpretive Panels*

Signs placed along the corridor need to be designed and installed in accordance with all local, state, and federal requirements, as applicable. Refer to the WSDOT Scenic Byway Logo Signing Guidelines for technical design guidance related to signs placed along heritage corridors. WSDOT also has standards related to motorist information signs. The USDA Forest Service has standards related to sign design, as well as to development of interpretive facilities. The State Scenic Vistas Act, adopted in 1971 mandates highway advertising controls to minimize intrusion into the natural landscape and beautiful scenery of Washington.

Interpretive panels should be constructed of durable materials to withstand many years of public use. Porcelain enamel is typically the preferred panel material. The panels can be designed to attach to heavy timber or concrete bases. The use of stone veneer on the base helps the interpretive panel to blend in with the surrounding environment. The cost to design, construct, and install a 2-foot by 3-foot panel can range from about $500 to $2,000

or more, depending on the elaborateness of the panel design and the supporting structure.

*Landscaping*

Landscaping can be installed along the corridor as part of various improvement projects, or as independent enhancement projects. Landscape design should blend with the natural scenery and character of the corridor.

The use of native plant materials and trees is encouraged. Proposed vegetation should be consistent with the natural landscape of the forest, range, meadows, and other environments along the corridor.

*Accessibility*

The provision of accessible public facilities is always good design practice. It is also mandated by the Americans with Disabilities Act (ADA), adopted in 1990.

Improvements and facilities within the corridor will need to be designed in accordance with ADA guidelines. These guidelines regulate steepness of pavement grades, clearances for wheelchairs, and other design criteria. In areas where there are severe topographic constraints, such as independent trail alignments, or sidewalks adjacent to roadways that follow the natural grade of the land, compliance with ADA maximum gradient requirements may be exempt in some cases (check with the local agency responsible for site development and building permit approval).

Outdoor recreation facilities should also be designed to be accessible to people with disabilities. An excellent book to reference for design of accessible facilities is *Universal Access to Outdoor Recreation, A Design Guide*, published by PLAE. It is important to note that federal accessibility design guidelines are constantly being modified, so the most current requirements should be reviewed with each project.

# Next Steps

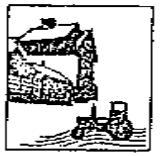
## Implementing the Vision

The Vision has been completed in final draft form, but this is really just the first step toward achieving the goals for the corridor. Next, several actions should take place to make the Vision a reality.

- Establish a formal corridor organization, and set a regular meeting schedule.
- Select the corridor board or leadership team; design a corridor logo; adopt planning and design guidelines, as desired; and reach consensus about next steps.
- Incorporate recommended strategies and projects from the Vision into the local comprehensive plans and community planning activities of the cities and towns along the corridor and Kittitas County.
- Coordinate with appropriate agencies to pursue funding for projects and to manage design and implementation of projects.
- Send out regular communications on progress of Vision goals, strategies, and projects.
- Sponsor and support activities and projects that reinforce the goals of the Vision (such as stewardship programs, community clean-up events, and volunteer tree-plantings.)
- Update the Vision on an annual or bi-annual basis, as needed.

## Coordinating and Expanding Your Corridor Organization, The "Swift Water Corridor" Partnership

In establishing a formal corridor organization one of the first tasks to be accomplished is finding a name for the organization. The "Swift Water Corridor Partnership" is a suggested name because of the positive message it conveys about "being partners" in managing the corridor. For example, the Starbucks Coffee Company is famous for its business practices and national success, and at Starbucks, all employees are called "partners." As partners, the people at Starbucks generally feel a greater sense of dedication to their work and the services they provide.



We should all consider ourselves "partners" in the causes we pursue. Being partners implies that we are working together towards a common goal, each of us equally committed toward achieving success.

A "partnership" for the Swift Water Corridor should consist of representatives from all of the communities and interest groups located along the Swift Water Corridor. One important objective of the partnership would be to guide the work of planning and implementing the enhancements and interpretation along the corridor. The corridor partnership could also sponsor special programs and events to promote the corridor and could lead or participate in stewardship activities. The steps to forming a Swift Water Corridor Partnership are outlined below.

*Forming the Core Group*

The effectiveness of the partnership will depend on the interest, ideas, energy, expertise and commitment of the core group. The core group must have enough people to accomplish the work required to expand and strengthen the group. Make sure both public and private interests are represented in the core group. The following steps outline the tasks for forming the core group.

1. Identify skills needed.
2. Identify people known to have these skills who have demonstrated interest in community affairs (you may want as many experienced leaders as possible in the core group).
3. Talk to those identified in person and discuss the corridor, including the vision, future prospects, and the importance of citizen involvement to manage and implement the corridor plan.
4. If the group is still too small, go directly to community organizations and solicit participation emphasizing that commitment and leadership are needed at this time.

Good core leaders have the following qualities:

- Highly value the corridor area
- Have vision and broad perspectives
- Cooperative and works well with others
- Have energy and enthusiasm
- Organizational skills and experience
- Have contacts and influence in at least one corridor community
- Have a good sense of humor
- Are adventurous and welcome the opportunity to explore, discover, and share the corridor's intrinsic qualities
- Enjoy donating community service

*Expanding the Partnership — Bringing in the Stakeholders*

It is important to know who the stakeholders are along the corridor. If the core group has already expanded to include many stakeholders, then it is important to identify who is missing from the partnership. Typical major stakeholders may include:

- Property owners along the corridor (identify names from tax records)
- Local business people, especially those whose businesses would be affected by increased tourism
- Agencies in charge of managing the roads in the corridor (WSDOT, Kittitas County, US Forest Service, and cities)
- Local community associations, chambers of commerce, visitors bureaus, and other community organizations dedicated to promoting business, quality of community life, or tourism
- Organizations dedicated to specific intrinsic qualities of the corridor (such as historical societies, local museums, outdoor recreational organizations, local or regional festival organizers, garden clubs, and the scouting groups)

The stakeholders will play an important role in the partnership. Involve them in the process by:

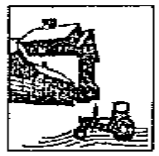
- Asking about their interests and concerns
- Responding to their questions, fears, dreams, and anxieties without judging or taking sides
- Learning about the corridor from them
- Looking for common ground between their concern and others with whom you are talking
- Showing them how some of their needs can be met through the enhancement of the corridor
- Clearly understanding what you desire from the stakeholders
- Inviting them to join the corridor project and work together to achieve commonly desired goals

*The Contacts List*

It is important to have a person in charge of the corridor contact/mailing list who is skilled with data base management and can maintain and update the list and produce mailing labels. As people are identified by the core group, place them on the mailing list. At a minimum, obtain their name, address/phone, organization or agency, and their job, role, or position.

To maintain the mailing list, keep up with changes in the leaders of community organizations so that mailings are received by the current leaders. Remove people who move or indicate that they are not interested.

Keep all well established community organizations on the mailing list. Mailing announcements, newsletters, and



meeting notices to community organizations is a simple way to keep interested people aware of the partnership activities and progress. An organization may want to contribute to the corridor by donating money or effort to one of the identified projects.

*Building a Volunteer Support Base*

To successfully build a volunteer support base for the corridor:

- Register all volunteers;
- Identify their interests, skills, and availability;
- Match project needs and volunteers thoughtfully;
- Make the work sessions enjoyable; and
- Build "esprit de corp" by making the work parties fun; plan food and music by local people; plan time for socializing and making friendships.

## The Importance of Ongoing Public Participation

Ongoing public participation is essential for making the Vision a reality. Citizens of the communities throughout the corridor can provide valuable information and input. They are the local experts — they can describe in detail the existing conditions, problems and potential solutions that are best suited to their specific situations.

*Public Involvement Tools*

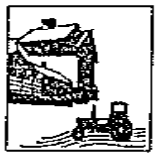
There are several successful tools to inform and involve the public. For a long-term effort, such as corridor planning and management, the tools listed on the following page, and the corresponding schedules are recommended.

These recommendations about how and when to use these public involvement tools are guidelines only. The on-going public involvement program for your corridor should be tailored to fit the preferences and needs of your corridor organization and your community. Depending on events taking place within the corridor at various times, it may be necessary to adjust meeting schedules and/or newsletter/press release publishing dates. If there is a period of heavier activity, it may be a good idea to hold meetings more frequently or to look for other ways to engage the interest of the community and the public at large.

*The Advantage of Public Workshops*

Sometimes it is necessary to help certain community groups understand the points of view of other community groups or stakeholders involved. One of the best methods to accomplish this is bringing all interested groups together for workshops to discuss issues and work together on resolutions. In this setting, people are better able to understand the concerns and perspectives of

| *Public Involvement Tool* | *Purpose Most Often Used For* | *Suggested Time Interval* |
|---|---|---|
| Newsletters | To provide information on a regular basis to corridor organization and others who are interested in corridor activities | Monthly or quarterly |
| Press Releases | To announce upcoming events, recent accomplishments, to engage public interest, etc. | As needed |
| News/Radio Announcements | Same as press releases | Same as press releases |
| Corridor Board Meetings | Held regularly to conduct corridor business activities, direct planning and management efforts, appoint committees, etc. | Monthly or Bi-Weekly as Needed |
| Corridor Organization Meetings | Regular meetings to inform and involve the entire organization, vote on important actions, solicit support, and gain input | Quarterly or Semi-Annually (Half Yearly) |
| Meetings with Special Interest Groups, Local Elected Officials, Etc. | Meetings to discuss special topics, resolve issues that are specific to the group, town or area | As Needed |
| Open Houses | Held to provide informal opportunities for input | As Needed |
| Workshops | Held to engage the community in decision making efforts and hands-on approaches to problem-solving | As Needed |
| Ceremonies, Celebrations, Special Events | Special events to build community consensus and pride. They also provide an opportunity to celebrate success and take a break before moving onto the next milestone. | Often! |



others, in contrast to meeting with groups or people individually, where the forum for differing viewpoints is not available. It is still important to understand and address with the specific needs each person or group, and it may be necessary to hold separate meetings with special interests, but the workshop setting is the best format for broader community participation and addressing conflicting points of view.

## Pursuing Scenic Byway Designation

A federal "Scenic Byway" designation provides several benefits:

- Increased business, tax revenue, and jobs from tourist dollars
- Federal and state funding for planning and following through on a corridor management plan
- Protection for a resource that may become threatened
- Improved maintenance/higher budget for the road
- Access to resources and experts to assist in managing the corridor
- Identification on state, federal, and auto club highway maps
- Money and other assistance from state and national offices of economic development and tourism

The information below provides important guidance for the Swift Water Corridor Partnership, if they choose to coordinate with applicable agencies in the future to pursue the Scenic Byway designation.

***Eligibility Requirements***

In Washington State, only state highways that are designated as Scenic and Recreational (S & R) Highways are eligible to compete for national designation. In order for S & R Highways to be eligible, they must meet specific criteria. A nominated byway must have at least one intrinsic quality, a completed corridor management plan, and accommodations for pedestrians, bicycles, and passenger vehicles.

***"Scenic Byway" Designation does not Require Additional Land Use and Development Restrictions***

An important question was asked during the planning process to create the Vision:

> *"Won't there be additional land use and development restrictions within the corridor if it is designated as a scenic byway?"*

Research was conducted by the Vision consulting team and County staff to determine the specific requirements

related to scenic byway designations. No additional requirements are necessary to regulate land use, development, or signing, other than those regulations that already exist at the local, state, and federal levels.

*Levels of Scenic Corridor Designation*

There are several levels of scenic corridor designations. Federal designation cannot be obtained until state designation has been awarded.

- Federal — All-American Road
- Federal — Scenic Byway
- Washington State — Scenic and Recreational Highways (Official State Designation Term)
- Heritage Corridors Program
- In Washington, Heritage Corridors/Washington's Best Byways
- State Scenic Byways
- Local and Regional Byways

*Corridor Management Plan Requirements*

For any road or highway to be considered for the National Scenic Byway or All-American Road designation, a corridor management plan, developed with community involvement, must be submitted. This Vision document is the corridor management plan for the Swift Water Corridor. The Vision provides the necessary elements of a corridor management plan, as required by the Federal Highway Administration (FHWA), the governing federal agency over Scenic Byway designations.

According to FHWA requirements, a corridor management plan should provide for the conservation and enhancement of the corridor's intrinsic qualities, as well as accommodation of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the user's enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. The Swift Water Corridor Vision meets these requirements.

A corridor management plan must provide fourteen components in order to be eligible for designation as a Scenic Byway or All-American Road:

1. Maps
2. Intrinsic Quality Assessment
3. Intrinsic Quality Management Strategy
4. Public Participation Plan
5. General Review of Road
6. Responsibility Schedule
7. Development Plan
8. Outdoor Advertising Control Compliance

9. Commerce and Safety Plan
10. Sign Plan
11. Visitor Experience Plan
12. Highway Design and Maintenance Standards
13. Marketing Narrative
14. Interpretation Plan

In addition to these fourteen components, to be considered for nomination as an All-American Road, the following three components must be included with the corridor management plan:

- Promotion Plan
- Multi-lingual Information Plan
- Tourism Plan

For a summary of how the Vision complies with these required corridor management plan components, refer to the appendix.

***Application Process***

As Washington's Scenic Byway Agency, WSDOT submits National Scenic Byway and All-American Road nomination forms to the Federal Highway Administration. Prior to this submittal, the partnership would work closely with WSDOT to demonstrate the Swift Water Corridor's eligibility for national nomination and the support of local communities for such nomination. The process is outlined below.

- Byway Submits Intent to Apply — an "Intent to Apply" form must be completed and submitted to WSDOT's Heritage Corridors Program.

- Heritage Corridors Program (HCP) Assesses Eligibility — the HCP would work with the partnership, the WSDOT south central region, and FHWA to assess the corridor's eligibility for national nomination and consider its potential for national success.

- WSDOT and Byway Develop an Action Strategy for Cultivating Local Support — if HCP determines that the corridor is eligible, staff would work with the partnership and WSDOT regions to develop a plan for establishing local support.

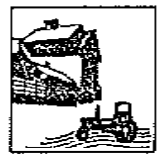
- Byway Conducts Public Outreach — the byway organization would hold public meetings or conduct other outreach activities to educate the local community about the possibility of national nomination and cultivate their support (with assistance from HCP and WSDOT).

- HCP Conducts Field Review — HCP staff would conduct a field review of the Swift Water Corridor with the partnership.

- Byway Proposed Nomination to the Heritage Corridors Advisory Committee (HCAC) — the partnership would have to demonstrate to the HCAC the corridor's eligibility for national nomination as well as the support of local communities and stakeholders.

- The Heritage Corridors Advisory Committee Makes Recommendation — HCAC would consider the partnership proposal and recommend whether or not WSDOT should submit the application for national nomination.

- HCP Works with Partnership to Finalize Application — if the HCAC recommends applying, the HCP would work closely with the partnership to prepare final application materials for submission to FHWA.

- Secretary of Transportation Approves Application for Submittal — the Secretary of Transportation would review and authorize the application's transmittal to the Federal Highways Administration for consideration.

- WSDOT Sends Completed Applications to Federal Highways Administration — completed applications would be mailed from WSDOT to the National Scenic Byway Program in Washington, DC.