

7. Total Project Description: (**attach detailed 8 1/2" x 11" vicinity map**) Explain the nature of the **entire project**. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc. Identify if this is part of a larger project. Include drawings as required to explain the project.

Funding Request –

KEEN and our partners are seeking funding, in three separate phases, to support multi-modal transportation, recreation access, corridor management planning, and transportation enhancements to the Yakima River Canyon Scenic Byway (YRCSB) SR821 between Ellensburg and Selah. This application is requesting support for Phase 1 for \$95,000.00.

Project Phases -

Phase 1

- Update corridor management plan (see project background below)
- Identify and design multi-modal transportation opportunities through the canyon
- Identify and prioritize safety issues associated with the existing pull off areas and access points to public lands
- Evaluate existing signage and identify opportunities for interpretive signing
- Evaluate safety and possible use of historic highway bed and tunnel at south end of Canyon

Phase 2

- Reconstruct pull off areas
- Construct access points to public lands
- Construct parking area and interpretive access to historic highway and tunnel
- Fabricate and install interpretive signing

Phase 3

- Construct bicycle trail
- Construct hiking trails

Cost Estimates –

Phase 1 -	\$ 95,000.00
Phase 2 -	\$ 750,000.00
Phase 3 -	\$ 225,000.00
Total Project Estimate -	\$1,070,000.00

Major Work Involved in Phase 1 –

- Preliminary Engineering: Planning/Design/Environmental Analysis including contract development and permit documentation
- Coordinating with the Yakima River Canyon Scenic Byway Committee and public land managers
- Update corridor management plan

Major Work Involved in Phase 2 –

- Right of Way: property and access acquisition
- Construction: Construction and construction oversight of pull off areas, access points, sign fabrication and installation

Major Work Involved in Phase 3 –

- Bike trail design and construction

- Hiking trail design and construction

Project Background -

In 1967 the state legislature authorized a bill (Senate Bill 424) providing for the development of scenic and recreational highways throughout the state. Following the passage of the bill, the State Parks and Recreation Commission and the State Highway Department studied sites around the state for designation. The Yakima River Canyon Scenic Byway (YRCSB) “was proposed as the state’s first scenic corridor due to its great potential for allowing the traveler to pass through beautiful country at a pace enabling him to enjoy and appreciate its beauty” (Daniel J. Evans, Governor).

The main goal of the scenic byway program was to ensure that the traveler could enjoy outstanding aesthetic, historical and cultural values while also allowing access to recreation opportunities like hunting, fishing, hiking and biking “in such a manner as to not interfere with the traveler on the highway.” Unfortunately, because the Yakima River Canyon Scenic Byway Corridor Management Plan (CMP) was never fully implemented, other recreational pursuits are now seriously interfering with safe driving conditions on the YRCSB SR821. This enhancement application aims to update the CMP and fully implement the plan.

Existing Condition – There are multiple unsafe pull off areas that are commonly used along the entire 22 mile stretch of the byway. Many of the pull offs have poor sight distances, have steep drop-offs, and in many cases the shoulder is falling apart creating an unsafe condition. Some pull offs and accesses along the route are located in undesirable locations due to road geometry and sight distance and should be closed. There are multiple pull off areas that should remain open because they are large and can accommodate multiple vehicles and have good sight distance for vehicles entering and exiting the pull off area, but none of them are marked or have interpretive signage. These areas are used heavily for wildlife viewing and access to fishing and hiking areas. Apart from the signs at the north and south ends of the byway there are no other signs that identify the route as a State Scenic Byway and there are no signs on I-90 or I-82 or in Ellensburg or Selah indicating access to the Scenic Byway. There are multiple public access and fishing/recreation areas that, while signed at their entrances, are not signed in advance and do not have left or right hand turn lanes into them. There are some “common use” trails that trespass on private lands and the existing shoulder is not wide enough for bicycles.

Proposed Condition – The vision of the YRCSB is a coordinated route with signage from all access points, signage for safe pull off areas for wildlife viewing and dispersed river access, interpretive panels at strategic points along the route highlighting cultural and natural history, developed trails on public lands, safe and marked bike and hike route along the shoulder, marked left and right hand turn lanes accessing public recreation areas, a parking and interpretive area at the south end of the Canyon, an interpretive center at the north end of the Canyon, and an overall coordinated design for the YRCSB.

Type of Use – Although this project focuses primarily on vehicle travel and improving safe access to the river and recreation opportunities, it also supports the development of alternate travel modes by constructing new hiking trails, a marked bicycle route, the development and installation of educational materials based on natural and cultural interpretation of the YRCSB, and the restoration/creation of a trail and access to an historic structure (old highway bed and tunnel) at the south end of the YRCSB.

Part of a Larger Project –

The YRCSB Committee (see members listed below) is working on several different initiatives including a Master Plan for an Interpretive Center at the north end of the canyon and an Interpretive Master Plan (see below) for the entire byway. All of the projects the Committee is working on are part of full implementation of the 1968 CMP and compliment the work proposed under this application to the Transportation Enhancement program.

The Interpretive Master Plan (currently underway) will include a style guide, graphic standards, conceptual sign design templates, recommendations for overlooks and viewpoints, trail routes and signage, and a full plan to interpret the natural, scenic, recreational and cultural resources of the YRCSB. It dovetails with this application to the Transportation Enhancement program

Additionally, the YRCSB Committee is currently working on a Master Plan for the YRCSB Interpretive Center to be located at the northern mouth of the Canyon at Helen McCabe Park. An Interpretive Center was included in the 1968 CMP and we will seek construction funding for the center from multiple grant sources starting in 2011.

8. Describe how the project encourages the use of alternative travel modes. Identify what types of alternative travel modes will be encouraged. Include estimates of how much this will be used by primary and alternative modes of transportation

This project encourages the use of several alternate travel modes. While ensuring that vehicle safety is the number one consideration in the byway, this project will create a well-marked bicycle and walking/running path along those portions of SR821 that are wide enough to accommodate them. Additionally, the project aims to improve existing trails, and design and create several new hiking trails to access the significant public lands in the byway. By ensuring that pull off areas are safe and highly visible, this project will also improve river access for dispersed fishing and floating activities.

Every year, up to 30,000 people participate in the “Your Canyon for a Day” bike tour when SR821 is closed to vehicle traffic and open only to hikers and bikers. The obvious popularity of that event can be used to predict that, with a well established and marked bike and hike trail along the shoulder of SR821, both visitors and locals alike will take advantage of the scenic corridor. Local fly-fishing companies estimate that there are upwards of 100 float boats per month on this portion of the Yakima River (this does not take into account all the dispersed fishing access) and that there are between 20,000 and 50,000 people floating the river each season (however, no studies have been completed to verify these estimates).

9. Describe what is the expectation of the population of the geographic area to use, benefit, or be served by the project.

The YRCSB is widely accessed by both community members and visitors. Locals use the drive between Ellensburg and Selah as a relaxing and beautiful way to commute north and south, they use it to experience the stark beauty of the shrub-steppe habitat, and they share wildlife viewing and other recreational pursuits with friends and family who are visiting the area. With several fly-fishing companies taking advantage of the blue-ribbon trout fishery, multiple camping grounds, and several float-boat operators/rental companies, thousands of tourists and recreationalists use the YRCSB throughout the year.

The fly-fishing and floating communities will benefit greatly from this project. Not only will driving conditions be improved, but many of the people who actively use the river know little about the natural and cultural history of the Canyon and are seeking that information. We believe that 90% of the visitors to the Canyon and 100% of the local community who regularly use the Canyon will benefit directly from this project.

Currently, more than 1,000 area residents and visitors attend KEEN's two annual events that focus on local ecosystems. The establishment of the YRCSB Interpretive Center will make this information accessible to a wider audience. Further, the economic value of promoting the YRCSB will strengthen Kittitas County. We expect that more than 60% of Kittitas County's population will benefit directly (through increased understanding of local ecosystems and improved sanitary conditions at Helen McCabe Park) or indirectly (through increased tourism and economic impacts of the higher-profile YRCSB).

10. Describe how this project will improve safety and either reduce crashes or reduce the potential for future crashes

Currently, there are multiple unsafe pull off areas that are commonly used along the entire 22-mile byway. Many of them have poor sight distances, are degrading the road edges and in some cases have steep drop-offs or are located in otherwise unsafe areas and should be closed. There are multiple pull off areas that should remain open because they are large and have good sight distances, but none of them are marked, none have interpretive materials or signage, and all are heavily used for wildlife viewing and dispersed fishing access which can make for unsafe driving conditions. There are also multiple public access and fishing/recreation areas that, while signed at their entrances, are not signed in advance and do not have left or right hand turn lanes into them. Additionally there is no marked bike or hiking path on the shoulder which makes multi-modal transportation in the YRCSB very unsafe.

This project, once all three phases are complete, will result in a direct reduction in crashes and the potential for future crashes by making the corridor safer for both vehicles and non-motorized users by correcting all of the issues listed above.

11. Demonstrate local or regional support of the project. (letters of support, previous public involvement and input, partnerships with private or public agencies)

The Kittitas Environmental Education Network (KEEN) and the Cascade Land Conservancy (CLC) are the two private non-profit groups who are coordinating the YRCSB Committee and the initiative to implement the CMP, complete the Interpretive Master Plan and the Master Plan for the YRCSB Interpretive Center. Both groups work closely with the WA Department of Transportation and have in the past completed a successful Transportation Enhancement Grant (parking lot and bathroom facility improvements at Helen McCabe Park – a 2005 TE application that was funded in 2009).

Additionally, KEEN received funding through the Scenic Byway Grant program in 2008 to complete the YRCSB Interpretive Center Master Plan. In 2010, CLC applied to the Scenic Byway Grant program for funding to complete the purchase of 690 acres of important private lands in the Canyon and is awaiting a decision on that request. CLCs partner on that grant request is the WA Department of Fish and Wildlife who is the proposed final landowner and who will develop additional public access sites on the property. Together KEEN and CLC have secured funding for

habitat improvements at Helen McCabe Park (future site of the YRCSB Interpretive Center) and have partnered closely with several private and public organizations and agencies to restore native plants and habitat conditions to this formerly undeveloped park that is the entrance to the YRCSB.

Please see attached letters of support demonstrating the importance of this project proposal to the community and our partner organizations and agencies.

Listed below are the YRCSB Committee Members:

- Kittitas Environmental Education Network
- Ellensburg Chamber of Commerce
- Kittitas County Economic Development Group
- Kittitas County Board of County Commissioners
- City of Ellensburg
- Mid-Columbia Fisheries Enhancement Group
- Washington Department of Fish and Wildlife
- Washington State Department of Transportation
- Washington State Department of Parks and Recreation
- Washington State Department of Natural Resources
- Central Washington University
- Washington State University Civic Engagement Center
- Kittitas County Field and Stream
- Cascade Land Conservancy
- Bureau of Land Management
- Wild Horse Renewable Energy Center
- Red's Fly Shop and Canyon River Ranch
- Living Shelter Design
- Northwest Ecobuilding Guild

12. Describe how this project will benefit tourism. Describe the current tourism impact and quantify how this will benefit the community.

Currently, KEEN's two one-day annual events bring in ~400 out-of-county visitors each year (we survey participants at each event). We estimate that the establishment of the YRCSB Interpretive Center will bring in upwards of 5,000 new visitors each year. As a comparison, the Wild Horse Renewable Energy Center (just east of Ellensburg) has now been open since 2008 and they are about to celebrate their 50,000th visitor. We anticipate that our close partnership with the Renewable Energy Center will result in cross-pollination of visitors to both facilities.

As we make improvements to and increase the visibility of the YRCSB, more locals and visitors will use the area. We anticipate that the higher public profile of the YRCSB will increase traffic by at least 5%. In 2003, Kittitas County reported a daily traffic count of 1,712 on the section of Canyon Road along Helen McCabe Park. The higher profile of the YRCSB can be expected to increase daily traffic, particularly on weekends, by at least 100 cars, each representing significant tourism dollars.

13. Describe how this project enhances connections or existing facilities. (i.e. trail/path connections). Please provide a drawing and description of existing facilities, and how this enhancement completes the connection.

The attached excel file indicates every point of interest along the YRCSB by mile location moving from north to south along the route. The existing facilities include 3 recreation areas owned and operated by the BLM, 2 public fishing access sites owned by WDFW, a State Park which is leased to KEEN and will be transferred to Kittitas County soon, 2 privately operated fishing access and camping areas, a privately owned lodge and boat launch facility, a federally operated dam, and many dispersed fishing and hiking areas that are in the WSDOT right-of-way. The attached photo record also shows examples of most of these listed areas.

This proposed enhancement will provide safe access to existing facilities and recreation access areas through signage, turnouts, left and right turn lanes, improvements to existing trails and construction of new trails.

14. Describe how the project will enhance existing resources.

As discussed above and detailed in the attached excel file, there are several areas along the YRCSB which are now unsafe to access and there is very little information regarding the natural or cultural history of the Canyon at any point along the entire route (with the exception of POIs #16 and #24). This project will enhance those existing resources by creating safe ways for the public to access the natural resources of the YRCSB and points at which interpretive information will be provided.

15. Describe how this enhancement project meets regional transportation plans, policies and goals. Specifically list where this project has been previously approved in regional or local plans, policies, or goals for this project.

Kittitas County included the improvement of YRCSB in its Six-Year Transportation Improvement Plan, and installed the Inland Empire Highway Historic Monument at Helen McCabe Park as part of that improvement. Over the last 17 years WSDOT has invested \$3.4 million in corridor improvements. These improvements include paving, rumble strips and guardrail. In 1998 WSDOT engaged in two emergency contracts to repair major washouts in the canyon for an additional investment of \$914,000 dollars.

Additionally, the Kittitas County Economic Development Group has specifically identified the YRCSB as a priority for tourism development and is an active member of the YRCSB Committee.

16. Describe the project's ability to preserve and enhance significant natural and cultural resources.

The Yakima River Canyon is an incredible natural and cultural resource. It is rich with biological and geological diversity, and it has a long history of significance to human communities. A survey conducted by Washington State University has identified the existence of a civilization in the Canyon dating back to 3000 BCE. Additionally there were a couple of European settlements in the Canyon in the late 1800's which have never been fully documented. Currently, the YRCSB is used extensively for fishing, hiking, rafting, sightseeing, commuting, fruit-growing, and hunting. YRCSB partners are working on all aspects of implementation of the Corridor

Management Plan including establishing an interpretive center to detail all of the natural and cultural resources in the Canyon. The interpretive master plan and associated signs and panels to be located along the route will also further communicating about and enhancing the resources. Partners are working on securing conservation easements or outright purchases of private lands in the Canyon in order to preserve the natural and cultural resources and close working relationships with the multiple government agencies that own land in the Canyon will also support those goals.

17. Describe the unique regional importance of the project.

Natural resource-based tourism is a huge part of the economy of Kittitas and Yakima Counties. Both communities rely upon our scenic, cultural and natural resources to draw in tourists and new residents to our area which bring along with them support for our tax bases and economic growth opportunities. The YRCSB is, to date, an under-tapped treasure which holds the promise of bringing in additional dollars from tourism as well as attracting new residents to our area especially as hiking and biking trails are added and improved (both are well-noted reasons for people to choose to move to an area). The YRCSB, located so centrally in the state, is well-positioned to be a resource that several communities can promote and benefit from. Full implementation of the Corridor Management Plan is thus critical to our region both from an economic and intrinsic point of view.

18. Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that included the project.

Below is a summary of all previous, current and future grants funding that KEEN and our partners have received, spent and requested in support of our work on the YRCSB.

Funding sources for projects in Kittitas County are somewhat limited due to the rural nature of Kittitas County and the very small population base of 40,000. KEEN and our YRCSB Committee partners are exploring every avenue for funding sources including meeting with fly-fishing groups who frequent and value the Canyon. We are currently working on outreach materials for the surrounding communities so that we can encourage private donations and partnership opportunities.

- KEEN applied for a Transportation Enhancement grant in 2005 and received funding in 2009 for improvements to Helen McCabe Park. The \$50,000 grant was used to install a double pit toilet, restore the parking lot surface with gravel and install boulders around the parking lot for scenic improvements.
- In 2009 KEEN secured funding from the Scenic Byway grant program (\$8,000) in support of the Master Plan for the YRCSB Interpretive Center
- In 2009 KEEN received \$75,000 from the US Fish and Wildlife Foundation for habitat restoration work at Helen McCabe Park.
- KEEN will apply for construction funding in 2011 for the Helen McCabe Interpretive Center (Phase 1 is estimated at \$1.5 million).
- In 2010 KEEN applied to the Yakima Valley Community Foundation for funding to support an Interpretive Master Plan for the YRCSB which will complement the updated Corridor Management Plan proposed in Phase 1 of this proposal to the Transportation Enhancement Grant program.

- In 2010 KEEN will mount a comprehensive capital campaign to raise private funds for operations and maintenance of the Interpretive Center and for our continued efforts to implement the YRCSB Corridor Management Plan.
- In 2010 our partner the Cascade Land Conservancy applied to the Scenic Byway program for \$1.5 million to match with Washington State Department of Fish and Wildlife (WDFW) funding to purchase 690 acres (\$3 million) of private lands in the Canyon.

20. Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.) Does this application request sufficient funds that result in a complete and usable facility?

This application requests \$95,000 in funding to complete Phase 1 and we do not anticipate any delays associated with this application. We will seek funding for Phases 2 and 3 from all possible funding sources.

21. Statewide Significance - Explain how this project benefits tourism, improves safety, enhances connections to regional or statewide systems? Is this project recognized as a scenic highway, on the state historic register, or on the national historic register?

In 1967 when the Washington State Legislature was discussing establishing a scenic byway program for the state, the Yakima River Canyon was the first of 25 to be established. At the time, Governor Evans stated that, "the Yakima Canyon has been proposed as the area for the state's first scenic corridor due to its great potential for allowing the traveler to pass through beautiful country at a pace enabling him to enjoy and appreciate its beauty." The state timed this byway establishment with the opening of I-82 which simultaneously removed heavy traffic from the Canyon thus allowing it to remain scenic and recreational.

The YRCSB Committee and our partners at Central Washington University will be working with an incoming graduate student in the Sustainable Tourism Program in the fall of 2010 to design and complete an economic impact study of the YRCSB which will help us quantify the regional and statewide importance of this resource. We know that the byway is already heavily used by recreational groups including hikers, fishers, campers, bicyclist, hunters, and even para gliders. This study will allow us to put a number to that existing activity, and the improvements we make to safety and interpretation will only serve to increase the usability and visibility of the byway.

Now is the time to move forward with updating the CMP and full implementation of the improvements in the future. KEEN has established the YRCSB Committee and we have a group of strong advocates for fully recognizing the regional and statewide importance of this first among first scenic byways in the state.

22. Approval/Concurrence of Submitting /Lead Agency

This project has the approval/concurrence of the submitting agency, is consistent with the agency comprehensive plan.

AGENCY Kittitas Environmental Education Network

DATE: July 8, 2010

BY:



(Chairperson)

23. Approval of Receiving Agency that will operate and maintain

This project has the concurrence of the agency and this agency will provide ongoing maintenance and operations for the anticipated design life of the proposed project.

AGENCY _____

DATE: _____

BY: _____
(Mayor / Chairman)

TRANSPORTATION ENHANCEMENT PROGRAM

Certification Acceptance (CA) Confirmation:

Certification Acceptance (CA) is a program in which the Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration on federal-aid projects. WSDOT has the option of further delegating this authority to qualified agencies. All federal-aid projects must be administered by a CA agency. Non-CA entities can apply for Transportation Enhancement funding, but they must have a CA agency sponsor the project. This sponsorship must be in place prior to applying for funds. All 39 counties in Washington State have CA status, as well as approximately 60 cities, and the six WSDOT region Local Programs offices.

Non-CA entities must have this sheet signed by the CA agency that will administer the proposed enhancement project. This signed confirmation must be included with all project proposals submitted by non-CA entities.

Non-CA Entity: _____

Project Title: _____

CA Agency: _____

CA Representative

Signature: _____

Printed Name: _____

Title: _____



**Washington State
Department of Transportation**

Paula J. Hammond
Secretary of Transportation

South Central Region
2809 Rudkin Road, Union Gap
P.O. Box 12560
Yakima, WA 98909-2560

(509) 577-1600
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 9, 2010

Jill Arango
Cascade Land Conservancy
409 North Pine
Ellensburg, WA 98926

RE: 2010 Transportation Enhancement Application

Dear Ms. Arango:

This letter is in response to your 2010 Transportation Enhancement Application for the Yakima River Canyon on SR 821. Question 28 of the application asks for concurrence by the Receiving Agency that will operate and maintain for the anticipated design life of the proposed project.

WSDOT is in support of this project and concurs to operate and maintain SR 821 within its right-of-way limits. Including improvements made by this grant that are directly related to highway. Improvements made outside WSDOT right-of-way or that are not directly tied to the operation of SR 821 will need to be maintained by the appropriate agency.

Sincerely,

W. Brian White PE
Assistant Region Administrator for Development

WBW:wbw

TRANSPORTATION ENHANCEMENT PROGRAM

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Non-CA Entity: KETTAS ENVIRONMENTAL EDUCATION NETWORK

Project Title: YAKIMA RIVER CANYON SCenic BYWAY

CA Agency: WSDOT LOCAL PROGRAMS

CA Representative

Signature:

Roger L. Arms P.E.

Printed Name:

ROGER L. ARMS

Title:

LOCAL PROGRAMS ENGINEER SC REGION

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

Point of Interest	Mile Marker (from North to South starting at Mile Post 25)	Name	Description	Recommended Recreation, Interpretation, Trail, and River Access Improvements	Recommended Safety and Traffic Improvements	In 1968 Corridor Management Plan?	Room for Designated Bike/Hike Trail along Shoulder?
1	24.95	Helen McCabe State Park	64 acre park with graveled parking lot, restroom facilities, 2-miles of nature trails, 7 acre pond with public fishing access, future site of Yakima River Canyon Scenic Byway Interpretive Center	KEEN and partners are working on restoration of park areas to native plants and developing the Master Plan for the Yakima River Canyon Scenic Byway Interpretive Center. Construction funding and continued restoration work recommended. Possible transfer of property from WA State Department of Parks and Recreation to Kittitas County.	Left hand turn lane recommended	Yes. Listed as Wilson Creek Recreational Area with a plan for an Interpretive Center to give the pleasure driver an insight into the scenic beauty of the Yakima River Canyon. Also included were plans for a boat launch area into Wilson Creek, picnic facilities and camping.	Yes
2	24.52	Yakima River Canyon Scenic Byway Entrance Sign	basalt and wood marker indicating the entrance to the Scenic Byway	KEEN and partners are seeking funding to create an Interpretive Master Plan for the byway and replacing this marker to match with design guidelines is recommended.	none	Yes. As part of the comprehensive signing goal.	Yes
3	24.01	Pulloff area	Pulloff area on east side of SR821 just beyond the bridge that crosses Wilson Creek. A common use pulloff area behind guardrail. This is an unsafe pulloff area with poor sight distance.	none	Closure of this pulloff is recommended	no	Yes
4	23.76 to 23.65	Pulloff area	Safe and large pulloff area on west side of SR821 with good sight distance. The area is level, has a guardrail and is safe.	Excellent location for an interpretive panel or panels. Good wildlife viewing area, overlook, and safe stopping area. Installation of interpretive panels and a jersey barrier to funnel traffic with associated signage from the south and north approaches is recommended.	signage to alert byway travelers to pulloff area from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
5	23.2 to 22.5	Housing Development	Development of 26-30 homes on both sides of SR821 on 5 acre lots.	There are no pulloff areas here and signage must ensure that private property rights are respected. However, there is room along the shoulder for a bike/hiking trail.	signage to alert byway travelers to bikers and hikers along road	No. The plan envisioned acquisition of fee-title or development rights for the entire visual basin along the Byway.	Yes
6	21.94	Pulloff area	Pulloff area on the east side of SR821 with trail access to the ridge. The trail is on private property but the landowners have allowed common use for many years.	This is not a safe pulloff area. It occurs on the inside of a sharp turn and does not have good sight distances. Though quite steep and rocky, the trail provides an incredible view of Ellensburg and the Stewart Mountains to the North and the Yakima River Canyon to the South. If possible, access to this trail should be maintained and a trail easement should be negotiated with the landowner. Trail improvements could then be undertaken. More research on a safe parking area to access the trail is needed.	possible closure of this pulloff area or improvements to it for safer parking. Improved signage to alert byway travelers to the trail access point and warnings for limited sight distance.	Yes. Access to hiking trails is mentioned in the CMP with an interest in developing several miles of trails to be constructed providing the opportunity for interesting hikes along the river and up small secondary canyons.	Yes
7	21.76	Pulloff area	Pulloff area on the west side of SR821. This is an unsafe pulloff area with poor sight distance.	none	Closure of this pulloff is recommended	no	Yes

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

8	21.62	Bighorn Campground	A private fee-based camping and boat launch area with primitive facilities.	KEEN and partners are seeking grant funding to purchase this property and the other 690 acres under the same ownership in the Canyon. Final ownership would be vested with the WA Department of Fish and Wildlife who would develop public boat launch and restroom facilities. Enhancements could also include a trail up on the ridge to the east side of SR821 on BLM lands, and improved recreational camping opportunities.	Create a left hand turn lane for northbound traffic. Signage for north and southbound traffic to alert them to the recreation area.	Yes. Recommendations for additional river access points is specifically addressed in the plan.	Yes
9	21.11 to 19.6	Multiple and Extended Pulloff areas in landslide area	8 Pulloff areas on the west side of SR821. Most of these are safe pulloff areas with good sight distance and dispersed river access for fishing.	These landslide areas provide an excellent opportunity for interpretation of the geology of the Canyon. Also many of them have good dispersed fishing access if they are signed well and clearly defined as such.	Some of the pulloffs need to be improved. Several have deteriorating roadways, landslide debris, or steep inclines down to the river. Further study is recommended to determine which pulloffs should be closed and which could be improved by signage and interpretive panels.	Yes. Recommendations for additional river access points is specifically addressed in the plan.	Yes
10	19.47 to 19	Pulloff areas	Large pulloff areas on the west side of SR821 with good sight distance and emergency call box.	Good locations for interpretive panels, wildlife viewing site, dispersed fishing river access.	none	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
11	18.64	Pulloff area	Pulloff area on west side of SR821. Poor sight distance.	none	Closure of this pulloff area is recommended.	no	Yes
12	18.25	Pulloff area	Pulloff area on west side of SR821. Poor sight distance.	none	Closure of this pulloff area is recommended.	no	Yes
13	17.9 to 17.66	Pulloff area	Pulloff area on west side of SR821.	Good location for interpretive panel, limited river access.	Grading of pulloff area recommended.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

14	17.44	Pulloff area	Wide pulloff area on west side of SR821 with a river access trail.	Trail access to the river for personal flotation devices and fishing access.	signage to alert byway travelers to pulloff area from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
15	16.7	Pulloff area	Very large pulloff area on east side of SR821. WSDOT uses this site as a gravel/material dumping/piling site.	If the fill material could be moved and the site graded, this location would be an excellent parking area for wildlife viewing, restroom facilities, and potential ridge trail development on BLM lands.	signage to alert byway travelers to pulloff area from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
16	16.3	Umtanum Recreation Area	BLM-owned fee-based recreation area with large parking lot, limited overnight camping facilities, toilet facilities and access across Yakima River via suspended bridge. WDFW ownership on west side of river with extensive hiking trails and hunting access into the Wenas Wildlife Area and Umtanum Creek.	none	Left hand turn lane recommended	Yes. Umtanum Creek Day Use Area was planned to provide parking, restrooms, picnic tables, shelters, a boat launch area and an interpretive center. River access included construction of a foot bridge and hiking trails on the west side of the river.	Yes
17	16	Pulloff area	Small pulloff area with acceptable sight distance.	none	none	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
18	15	Pulloff area	Pulloff area on east side of SR821. Poor sight distance.	none	Closure of this pulloff area is recommended.	no	Yes

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

19	14.78 to 14.7	Red's Fly Shop and Canyon River Ranch Lodge	Red's has been providing quality Yakima River fly fishing guide services for over 30 years. Canyon River Ranch Lodge is a private recreation & residence community located in the scenic Yakima River Canyon. Surrounded by state and federal lands, this unique private property provides over 1,000 feet of private waterfront, a vineyard, and spectacular canyon vistas.	KEEN is working in partnership with Red's and Canyon River Ranch on the Yakima River Canyon initiative especially on the Interpretive Master Plan.	Left hand turn lane recommended	No. The plan envisioned acquisition of fee-title or development rights for the entire visual basin along the Byway.	No. Between Red's and mile 13 the shoulder becomes quite small. The officially designated bike/hike trail coming from North to South would end here. Wide shoulders begin again at mile 13 for the remainder of the byway making a designated trail allowable again.
20	13.85	Pulloff at Burbank Creek	Pulloff area on west side of SR821	none	none	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing hightway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	No
21	13.7	Pulloff area	Pulloff area on west side of SR821	none	none	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing hightway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	No
22	13.4	Pulloff area	Pulloff area on west side of SR821	Good location for interpretive panel, wildlife viewing and river access.	signage to alert byway travelers to pulloff area from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing hightway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	No

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

23	13	Pulloff area at Eaton Ranch property	Small pulloff area on west side of SR821 at start of irrigated farmland owned by the largest private landowner in the Canyon - Eaton Ranch. Also entrance to Mt. Baldi paragliding site (accessed only by private agreement with Eaton family).	Signage must ensure that private property rights are respected. However, there is room along the shoulder for a bike/hiking trail.	signage to alert byway travelers to bikers and hikers along road	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
24	12.5	Fiery Floods Interpretive Marker	This pulloff area contains a monument to the Fiery Floods and is dedicated to Professor George Beck who was a geologist at Central Washington University.	This interpretive marker should be updated to match design guidelines once the Interpretive Master Plan is completed for the Yakima River Canyon Scenic Byway.	signage to alert byway travelers to pulloff area from both directions.	Yes. Raising aesthetic qualities to the highest level was addressed specifically in the plan in relation to full utilization of all potential recreational features which include archeological, geological and ecological phenomena.	Yes
25	12.4	Lmuma Creek Recreation Area	BLM-owned fee-based recreation area with large parking lot, emergency call box, overnight camping facilities, toilet facilities and boat launch.	none	Left hand turn lane recommended	Yes. Squaw Creek (renamed to Lmuma) was identified in the plan as a natural area highlighting the pastoral use as a cattle ranch with irrigated agriculture. Recommendations were to purchase development rights and if in the future land use were to change the recommendation was to purchase full-fee title and develop into a recreational area.	Yes
26	12.06	Pulloff area	Two small pulloff areas on the west and east side of SR821.	none	signage to alert byway travelers to pulloff areas from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes

Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

27	11.33	Pulloff area	Pulloff area on the west side of SR821.	This is a good location for a scenic overview with an interpretive panel. There is no river access from this site.	signage to alert byway travelers to pulloff areas from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
28	10.5 to 10.3	Pulloff area	Pulloff areas on west side of SR821. Poor sight distance.	none	Closure of this pulloff area is recommended.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
29	10	Public Fishing Access Area	WDFW fee-based boat launch and day-use area. No other facilities.	KEEN should partner with WDFW to create interpretive panels for this site. The possibility of a hiking trail on the east side of the highway up to the ridge on BLM property should also be considered.	Left hand turn lane recommended	Yes. Recommendations for additional river access points is specifically addressed in the plan.	Yes
30	9.57	Big Pines Recreation Area	BLM-owned fee-based recreation area with large parking lot, overnight camping facilities, toilet facilities and boat launch.	none	Left hand turn lane recommended	Yes. Originally described as the Yakima Canyon Rest Area and was envisioned with picnic facilities, swimming and day-use, and overnight camping. It was seen as a major development in the Canyon.	Yes
31	9.3	Pulloff area	A pulloff area on the west side of SR821	A good location for wildlife viewing and an interpretive panel. There is no river access from this pulloff area.	signage to alert byway travelers to pulloff areas from both directions.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes

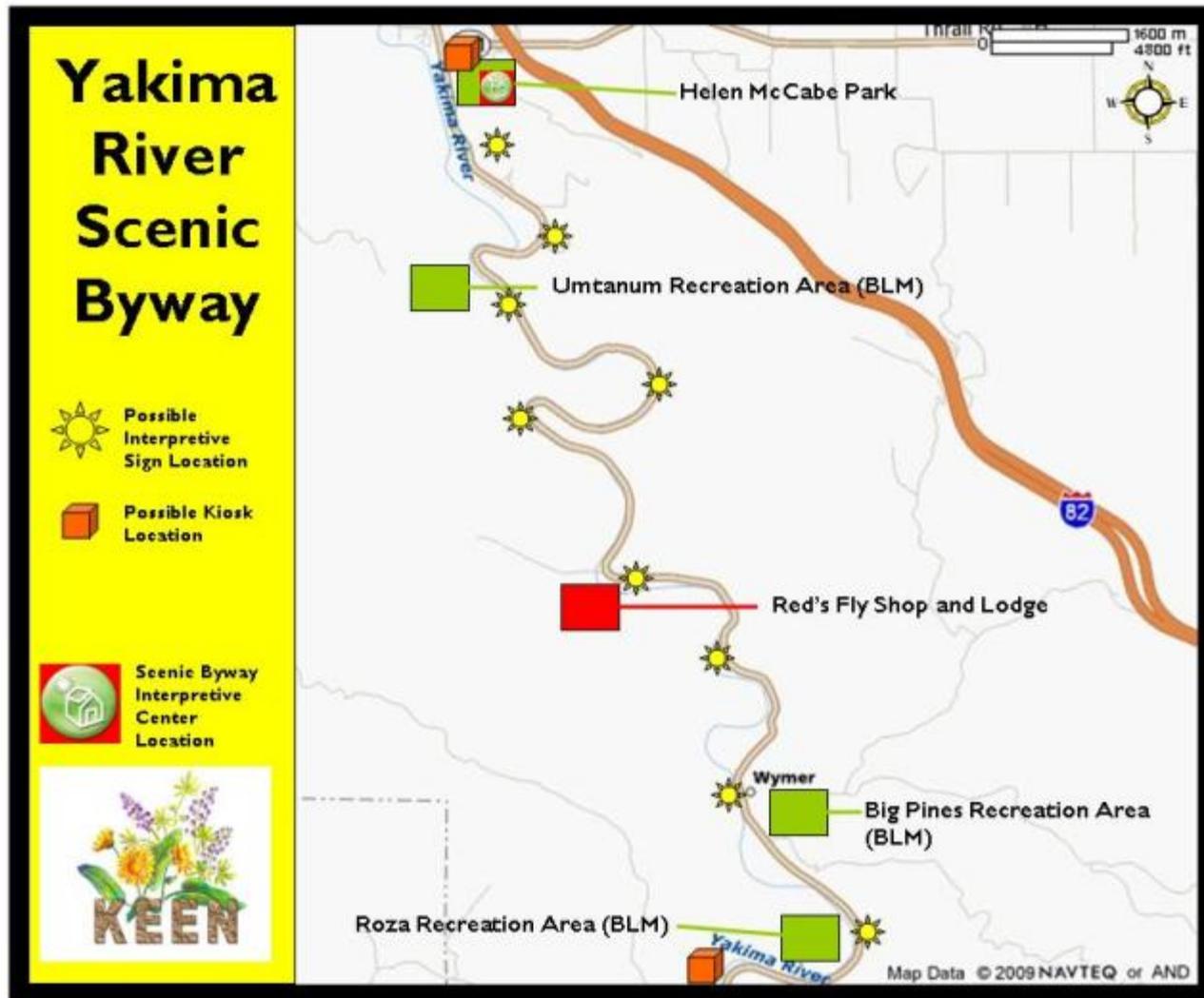
Yakima River Canyon Scenic Byway
SR821 Ellensburg to Selah

32	8.3	Public Fishing Access Area	WDFW fee-based boat launch and day-use area. Toilet facilities and nature trail. Private land and houses on the east side of SR821.	KEEN should partner with WDFW to create interpretive panels for this site. The possibility of a hiking trail on the east side of the highway up to the ridge on BLM property should also be considered.	Left hand turn lane recommended	Yes. Recommendations for additional river access points is specifically addressed in the plan. Access to hiking trails is mentioned in the CMP with an interest in developing several miles of trails to be constructed providing the opportunity for interesting hikes along the river and up small secondary canyons.	Yes
33	7.7	Pulloff Area	Pulloff area on west side of SR821. Poor sight distance.	none	Closure of this pulloff area is recommended.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
34	7.3	Roza Recreation Area	BLM-owned fee-based recreation area with large parking lot, overnight camping facilities, toilet facilities and boat launch.	none	Left hand turn lane and right hand turn pocket recommended	Yes. Originally described as the Roza Creek area it was envisioned for a footbridge across the Yakima River and hunting access to the west side of the river.	Yes
35	6.3	Roza Dam	Access road to Rosa Dam	Interpretive panel area for history, dam, and salmon	Left hand turn lane and right hand turn pocket recommended	No.	No. Steep dropoff and small shoulders
36	5.98	Roza Viewpoint	Pulloff area with poor sight distance for north bound traffic and a steep dropoff.	This pulloff should be close and the Roza Viewpoint idea from the 1968 plan should be transferred to the Access road to Roza Dam - there is room for a safe pulloff here with potential for trails, views and interpretive panels.	Closure of this pulloff area is recommended.	Yes. Listed as Roza Viewpoint with parking and trails suggested.	No. Steep dropoff and small shoulders
37	5.4 to 4	Pulloff areas	Multiple pulloff areas on eastside of SR821 but most have poor sight distance and are not safe.	none	Closure of these pulloff areas is recommended.	Yes (pulloff areas in general). Signing to identify the route and to orient the route user, and shoulder widening to provide turnouts to encourage users to partake first hand of the scenic splendors. Existing highway related structures, such as guardrails and signs, should be replaced with structures more compatible with the scenic route concept.	Yes
37.5	4	Yakima County/Kittitas County Line					

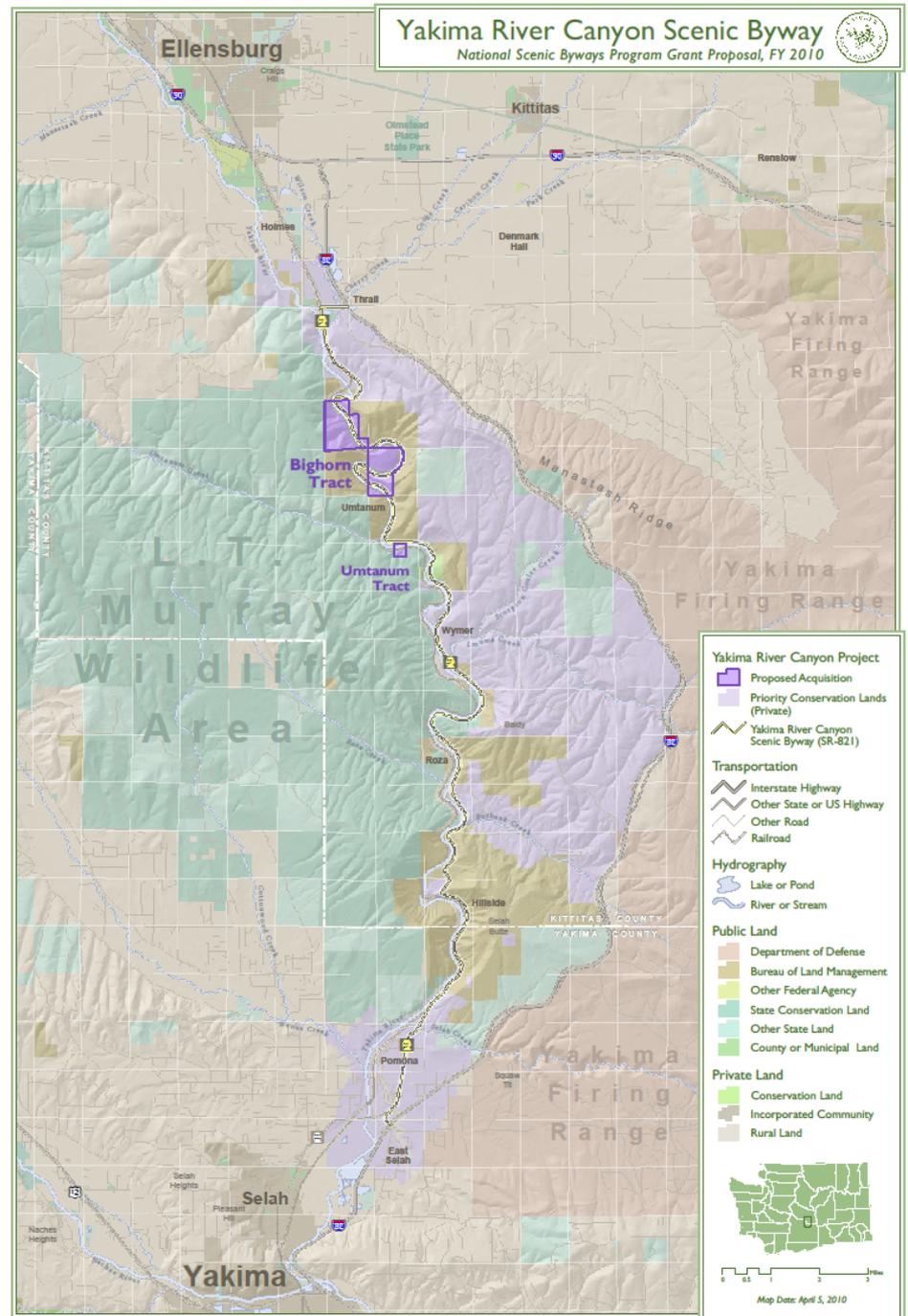
Yakima River Canyon Scenic Byway (YRCSB)



YRCSB Map



YRCSB Landowner Map



Helen McCabe Park (POI #1)



Helen McCabe Park (POI #1)



**Transportation Enhancement project 2009
Parking lot improvements and pit toilet installation
Partnership between KEEN, Kittitas County, and
WSDOT**

HMP Map



Helen McCabe Park



HMP Restoration Project



\$75,000 grant from
National Fish and
Wildlife Foundation

HMP Restoration Project



HMP Restoration Project



HMP Restoration Project



YRCSB Entrance Sign (POI #2)



YRCSB – Example of Unsafe Pulloff



YRCSB (POI #4)

Example of Safe Pulloff and good location for interpretive panel



YRCSB – Ridge Trail (POI #6)



View of YRCSB from Ridge Trail (POI #6)



Bighorn Campground (POI #8)



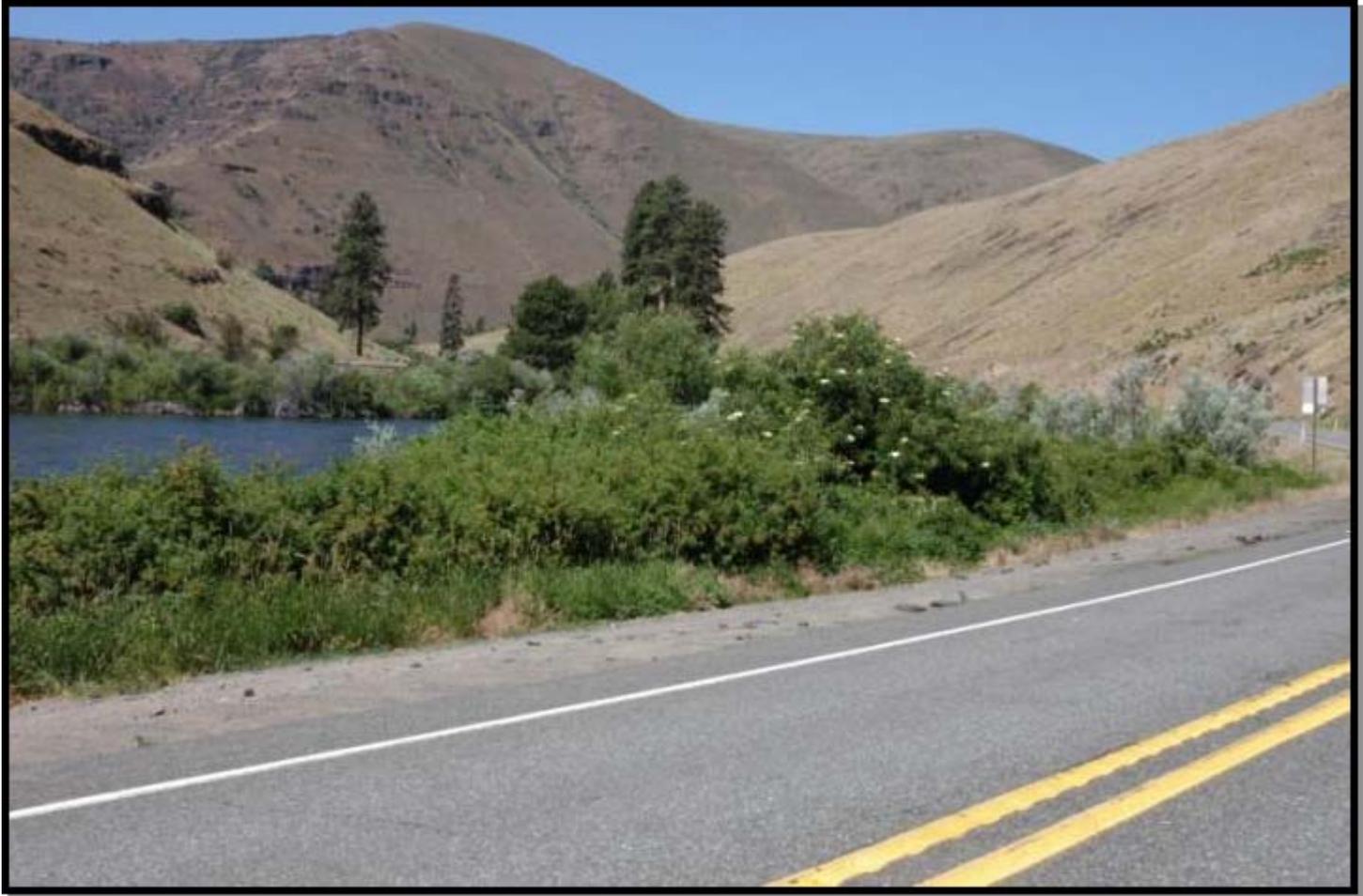
Bighorn Acquisition Project - CLC and WDFW (POI #8)



Dispersed Fishing Access (POI #9)



Dispersed Fishing Access (POI #9)



Dispersed Fishing Access (POI #9)



YRCSB - Guided Fly Fishing Trip



YRCSB – Bighorn Sheep



YRCSB – Float Trip



Umtanum Recreation Area - BLM (POI #16)



Umtanum Recreation Area (POI #16)



Interpretive Panel – Umtanum Recreation Area (POI #16)



Umtanum Recreation Area – Hiking



YRCSB - Birdwatching



YRCSB – Citizen Science



Canyon River Ranch (POI #19)



Public Fishing Access Area (POI #29)



Public Fishing Access Area (POI #29)



YRCSB Scenic Viewshed



Big Pines Recreation Area (POI #30)



YRCSB Scenic Viewshed



View of YRCSB from Wenas Wildlife Area



Fiery Floods Interpretive Marker (POI #24)



Roza Dam (POI #35)



Old Highway and Tunnel (POI #38)



Old Highway and Tunnel (POI #38)



Old Highway and Tunnel (POI #38)



Old Highway and Tunnel (POI #38)



YRCSB Entrance Sign (POI #39)





CENTRAL WASHINGTON UNIVERSITY

July 1, 2010

Jill Arango, Chair of the Board of Directors
Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear Ms. Arango,

On behalf of Central Washington University, I'm pleased to provide this letter of support for the application to the Transportation Enhancement Grant Program by the Kittitas Environmental Education Network (KEEN) and the Washington State Department of Transportation (WSDOT). The university enthusiastically supports the Yakima River Canyon Scenic Byway Implementation Plan.

I understand that the purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway (SR 821) was the first state highway designated as a scenic byway; the CMP was the first such plan written for a state highway. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate activities among private and public groups and community members who share an interest in the byway.

Like KEEN, Central Washington University values the learning opportunities presented by this natural classroom, the Yakima River Canyon. Four CWU programs—Biological Sciences, Chemistry, Geological Sciences, and Resource Management—participate in Yakima WATERS (Watershed Activities to Enhance Research in Schools). Graduate fellows work with K-12 teachers to integrate watershed research into local K-12 schools along the Yakima River continuum. The river provides an outdoor laboratory and classroom on the island known as Gladmar Park. CWU works with K-12 students in this biological laboratory where they study a wide range of subjects, from how environments recover from flood disturbances, to the functions of riparian zones and Yakima River amphibians and fish.

SR 821 is a critical access route to the Yakima River Canyon and the tremendous educational resources there. CWU believes that Yakima River Canyon Scenic Byway Implementation Plan is the best opportunity to implement fully the CMP for the Yakima River Canyon and supports full funding for this proposal.

Submitted,

Wayne S. Quirk
Provost/Senior Vice President for Academic Affairs



AT THE CROSSROADS OF WASHINGTON STATE

June 30 , 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

The Economic Development Group of Kittitas County (EDGKC) is writing this letter in support of the 2010 application to the Transportation Enhancement Grant Program from the WA Department of Transportation and the Kittitas Environmental Education Network.

The Yakima River Canyon Scenic Byway Implementation Plan is very important, not only to us but the entire County. During the creation of our county-wide economic development strategy one the primary focus areas for our organization was the development of our tourism industry. In this process the Yakima River Canyon Scenic Byway (SR821) was identified as one of our major tourism assets. The implementation of this plan will be a valuable asset, adding to our economic growth and job creation.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

We believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

We hope that you will consider full funding for this proposal.

Sincerely,

Executive Director



AT THE CROSSROADS OF WASHINGTON STATE

Economic Development Group of Kittitas County



June 27 , 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

Red's Fly Shop is writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to our business because it provides year round access and a spectacular setting in which to run our business operations. The natural beauty of the canyon in conjunction with the proximity of the huge Westside population base makes the canyon and all of the recreational opportunities that take place within it, very popular in WA ST.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

We believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

We hope that you will consider full funding for this proposal.

Sincerely,

Steve C Joyce

Red's Fly Shop, partner

Lisa L. Ely
P.O. Box 176
Thorp, WA 98946

July 5 , 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

I am writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to me to preserve the natural habitat of the river corridor for its long-term benefits to tourism, wildlife and scientific research.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

I hope that you will consider full funding for this proposal.

Sincerely,

Lisa L. Ely, Kittitas County Resident

July 2, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

We are writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to us because we often drive the Canyon both because it is beautiful and also because we often stop to hike and/or bird watch on our way to and from Yakima. Unfortunately, it is often over-used and dangerous because of people pulling on and off the highway at various unsafe places. I think these improvements will increase the safety and enjoyment of the highway.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

We believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon. KEEN has a proven track record in good works in the Kittitas Valley, and we hope you support this grant.

We hope that you will consider full funding for this proposal.

Sincerely,

Marte Fallshore & Dale Brubaker
2817 N. Pioneer Rd
Ellensburg, WA 98926

6220 Manastash Rd.
Ellensburg, WA 98926

July 5, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

I am writing to support Washington State Department of Transportation (WSDOT)— Kittitas Environmental Education Network (KEEN) 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) was the first designated scenic byway in the state of Washington. The 1968 Corridor Management Plan (CMP) to support this scenic byway has been only partially implemented through the purchase of land by public agencies. However, a coordinated effort between private and public groups and community members is needed to fulfill the CMP. I think this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

The Yakima River Canyon Scenic Byway presents incredible opportunities for recreation, tourism, and public education about the natural history and geography of central Washington. The Implementation Plan will allow these opportunities to be realized, while also helping to improve safety and public access to the Yakima River.

I encourage you to consider full funding for this proposal.

Sincerely,

Kristina A. Ernest



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July 2, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN:

I am writing this letter in support of the Washington State Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to me because of the connection to the region's history and access to wilderness it provides. The Yakima River is one of the jewels of the state, and we need to maintain safe access to this river and the canyon trails beyond while educating both local and tourist visitors of the history and ecology of the area.

When funded, this project will fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. I understand The Yakima River Canyon Scenic Byway was the first designated scenic byway in Washington State and the CMP was the first written. It is exciting to hear that a coordinated effort to fulfill the CMP and bring together private and public representatives with an interest in the byway is finally a real possibility.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon. I feel strongly that funding for this proposal should be granted.

Warm Regards,

Terry K. Phelan, Architect

LOMA LINDA ORCHARD

Frederic L. Glover
2271 Payne Road
Ellensburg, WA 98926
(509) 968-4848

June 29, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN:

Twenty-two years ago I was traveling SR821 between Ellensburg and Selah. At that time I was leaving a job in Houston, Texas and looking for a spot to relocate within the state of Washington. The beauty and magnificence of the canyon drive convinced me that Ellensburg was the place that I would call home.

I now strongly endorse the efforts of the Cascade Land Conservancy and its close partner, the Kittitas Environmental Education Network (KEEN) to conserve and protect this scenic treasure through the Yakima River Canyon Scenic Byway Initiative (YRCSB) Corridor Management Plan.

I am writing this letter to support the WA Department of Transportation's and the KEEN's 2010 application to the Transportation Enhancement Grant Program. I strongly recommend that your proposal receive full funding.

Sincerely,
Fritz

Frederic L. Glover
Phone: (509) 968-4848
gloverfl@elltel.net



July 2, 2010

Jill Arango, Chair
Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear Ms. Arango,

I am pleased to convey my support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program. As an organization dedicated to salmon recovery, Mid-Columbia Fisheries recognizes the importance of the Yakima River Canyon Scenic Byway (SR821) Implementation Plan. Salmon recovery efforts rely on strong public support, and public support is dependent upon public understanding and appreciation of the resource. The Yakima River Canyon Scenic Byway Implementation Plan will lead to increased public access, understanding, and appreciation of the Yakima River ecosystem.

It is my understanding that the proposed project would fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. I applaud KEEN's efforts to move this plan to implementation. The Yakima River Canyon is an incredible area. I once heard a colleague say, "If that canyon were anywhere else in the country, it would be a National Park. We're just too accustomed to beauty around here." The canyon also provides Critical Habitat for federally-threatened steelhead and bull trout, and supports strong populations of Chinook salmon, coho salmon, and rainbow trout. The installation of interpretive signs will help area visitors and residents to understand the value of these resources.

Please pass along my support of this project to the Transportation Enhancement Grant Program, and let the proposal reviewers know that I am happy to answer any questions about how KEEN's proposal would strengthen salmon recovery efforts in the basin. I can be reached by phone at (509)281-1311, and by email at Becca@midcolumbiarfeg.com. Thank you for your work in preparing this proposal; the funded project would benefit drivers, recreationists, and the Yakima River.

Sincerely,

Rebecca DG Wassell

Yakima Basin Program Manager
Mid-Columbia Fisheries Enhancement Group
PO Box 1271, White Salmon, WA 98672
Phone: 509-281-1311; Fax: 509-267-2151
becca@midcolumbiarfeg.com; www.midcolumbiarfeg.com

June 28, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

I am writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to me because of the public uses I see here every day. I have lived in Kittitas County over 40 years and along this Byway for 7. I witness firsthand the recreation and tourism values of this stretch of highway and recognize the safety issues on a daily basis.

The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the Corridor Management Plan, CMP, was the first written. I support the renewed coordinated effort between private and public groups, community members and the purpose of this project; the complete implementation of the goals of the 1968 CMP which will enhance the public agency land purchases already acquired.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon - Yakima River Canyon Scenic Byway (SR821).

I hope that you will consider full funding for this proposal.

Sincerely,

David B. Bowen

David B. Bowen
613 Canyon River Terrace
Ellensburg, WA 98926

A. Rose Shriner
181 Sunset Rd
Ellensburg, WA 98926

June 29, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

I am writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to me because I have been increasingly concerned about public safety on the roadways. Many times I have come across people biking or walking across the canyon at very narrow and unsafe corners. In addition to increasing the safety, it is important that this area is preserved for recreation for everyone to enjoy.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

I hope that you will consider full funding for this proposal.

Sincerely,

A. Rose Shriner



State of Washington
Department of Fish and Wildlife
South Central Region
1701 S. 24th Avenue, Yakima, WA 98902-5720
Phone: (509) 575-2740, Fax (509) 575-2474

April 2, 2010

Attn: Jill Arango, Cascade Land Conservancy
409 N. Pine Street
Ellensburg, WA 98926

Subject: Bighorn and Umptanum acquisitions in the Yakima River Canyon

Dear: Ms. Arango,

The Washington Department of Fish and Wildlife (WDFW) is very interested in collaborating with the Cascade Land Conservancy (CLC) for the acquisition of priority riparian and upland habitat in the Yakima River Canyon in Kittitas County, Washington.

The Maughan property (Bighorn and Umptanum) is a key in-holding to WDFW's Wenas Wildlife Area. Acquisition of these key parcels would preserve the outstanding scenic and natural features of the Yakima River Canyon along State Route 821 between Ellensburg and Yakima. WDFW has applied for grant funds in 2010 to acquire the Maughan property through the State's Resource Conservation Office.

The Yakima Canyon is important winter range for bighorn sheep, deer and elk. Additionally, thousands of salmon and steelhead migrate up the Yakima River through the canyon on their way to spawn in the upper watershed. Protecting these key habitats is critical to preserving these species. The canyon also supports a blue-ribbon trout fishery and acquisition of the Maughan property would provide two additional water access sites for boaters and fly fishermen on this highly visited section of river.

The Yakima Canyon highway is one of the most scenic roads in Washington State. However, in recent years some areas of the canyon have experienced a sharp increase in development, and so preserving the scenic nature of these lands is timely.

Please call me at (509) if you have questions or would like more information.

Sincerely,

Jeff Tayer, Director
WDFW Region 3



**Washington State
Department of Transportation**

Paula J. Hammond
Secretary of Transportation

South Central Region
2809 Rudkin Road, Union Gap
P.O. Box 12560
Yakima, WA 98909-2560

(509) 577-1600
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 6 , 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

On behalf of the Washington State Department of Transportation , I am writing this letter of support for the Kittitas Environmental Education Network and Cascade Land Conservancy's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (State Route (SR) 821) Implementation Plan is very important to my agency because of its relevance to the regional and state-wide transportation network from economic, recreational, scenic and social aspects. Not only does SR 821 provide access to and through one of the most scenic parts of Central Washington, it also helps to maintain traffic flow and the transfer of goods and services during periods of inclement weather when Interstate 82 (Manastash Pass) is impacted or closed.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

I hope that you will consider full funding for this proposal.

Sincerely,

W. BRIAN WHITE, P.E.
Assistant Regional Administrator – Project Development

c. Jason Smith, SCR Environmental Manager

July 2, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

I am writing, as a life-long citizen of Kittitas County, this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan is very important to me because it provides the following valuable services: recreation, public access to the river, safety, tourism and is a historic canyon.

The purpose of this project is to fulfill the goals of the 1968 Corridor Management Plan (CMP) which, apart from public agency land purchases, has never been fully implemented. The Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. However, until now there has never been a coordinated effort to fulfill the CMP or to coordinate between private and public groups and community members with an interest in the byway.

I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

I hope that you will consider full funding for this proposal. Thank you for your serious and careful consideration of this application.

Sincerely,

Franki Storlie



Byways in Motion, LLC | 413 17th Ave SE | Olympia, WA 98501
PH: 360.970.0381 | E: bywaysinmotion@yahoo.com

July 1 , 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

The independent consulting firm, Byways in Motion, is writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program.

Funding from the TE Grant program presents a wonderful opportunity for Washington's oldest and most cherished scenic byway to further implement the specific goals outlined in the Corridor Management Plan. Since the Yakima River Canyon Scenic Byway, the first of Washington's amazing Scenic Byway collection, was designated in the late 1960's, much of the land along the canyon has come into the public domain. This funding opportunity will help facilitate a coordinated planning effort between multiple land grant agencies. This effort will directly benefit the traveling public as it comes to know this protected and highly scenic resource of Washington.

The 1968 CMP was insightful, pro-active and is still appropriate for the canyon, however, it needs funding to be implemented. Many long time residents of Washington have little or no familiarity with this cherished landscape, which changes so dramatically during the seasons. Funding for interpretation, pull-outs, and other appropriate traveler services, as identified in the 1968 CMP, is much needed. Washingtonians may then be able to fully appreciate the most outstanding of our state's Scenic Byways.

Thank you for your consideration to invest in one of Washington's greatest assets – the Yakima River Canyon Scenic Byway.

Sincerely,

Carrie Sunstrom
Byways in Motion

MJC
1213 BLAINE ST
PORT TOWNSEND WA 98368-6505
PH: 360.379.1382 Fax: 309.276.2003 | E: action4me@gmail.com



July 1, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

The letter supports your application for the Transportation Enhancement (TE) Grant Program.

I support Washington's Scenic Byways and cherishing our local resources. Funding from the TE Grant program presents a wonderful opportunity for Washington's oldest and most cherished scenic byway to further implement the specific goals outlined in the Corridor Management Plan. As Washington's first Scenic Byway, the Yakima River Canyon Scenic Byway's much of the land along the canyon is within the public domain. This funding opportunity will help expedite a coordinated planning effort between multiple land grant agencies. This effort will directly benefit the traveling public who are visiting local treasures during their "staycations." The Yakima River Canyon is a highly scenic and culturally rich resource in Washington.

The 1968 CMP was insightful, pro-active and is still appropriate for the canyon; however, it needs this TE Grant funding to implement the plan. While many long time residents of Washington have little or no familiarity with this cherished landscape, which changes so dramatically during the seasons, adding appropriate interpretation, pull-outs, and other traveler services, as identified in the 1968 CMP, will fill that gap. Washingtonians and the many international guests we host may then be able to fully appreciate the most outstanding of our state's Scenic Byways. KEEN is well qualified to manage these funds.

Thank you for your consideration to invest in one of Washington's greatest assets – the Yakima River Canyon Scenic Byway.

Sincerely,

A handwritten signature in black ink that reads "Nancy R. Jaffe". The signature is written in a cursive, flowing style.

Nancy Jaffe
MJC

June 29, 2010

Kittitas Environmental Education Network
421 North Pearl Street, Suite 216
Ellensburg, WA 98926

Dear KEEN,

As Assistant Director for Washington State University's (WSU) Center for Civic Engagement, I am writing this letter of support for the WA Department of Transportation's and the Kittitas Environmental Education Network's 2010 application to the Transportation Enhancement Grant Program. I facilitate placement of WSU students in service learning experiences across the state of Washington (and beyond), with environmental programs being one area in which we strongly promote student involvement.

The Yakima River Canyon Scenic Byway (SR821) Implementation Plan would offer not only WSU students, but also students from Central Washington University and other institutes of higher education great opportunities to enhance their fields of study – such as geology, biology, ecology and human and natural history – while supporting an effort that will benefit all Byway visitors.

Since the goals of the 1968 Corridor Management Plan (CMP), which apart from public agency land purchases, have never been fully implemented I believe that this proposal represents the best opportunity to coordinate this critical work and to fully implement the CMP for the Yakima River Canyon.

I sincerely hope that you will consider full funding for this proposal – the Yakima River Canyon Scenic Byway was the first designated scenic byway in the state and the CMP was the first written. The plans in this proposal offer a critically important opportunity to implement the CMP and coordinate between private and public groups and community members with an interest in the byway for the benefit of student service learning and for visitor enjoyment and education.

Sincerely,

Kim A. Freier, Ed.D.

Assistant Director
509.335.3271
kfreier@wsu.edu