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Contributing Websites

- www.npwrc.usgs.gov/resource/birds/chekbird/r1/yakinfo.htm (Appendix B)
- www.wnps.org/index.html (Appendix C)
- www.burkemuseum.org (Appendix D)
Chapter 1. Introduction
Establishing the Byway

In 1967 the state legislature authorized Senate Bill 424 providing for the development of scenic and recreational highways throughout the state. 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. Following the passage of the bill, the State Parks and Recreation Commission and the State Highway Department studied sites around the state for scenic byway designation. The Yakima River Canyon (SR-821) 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).

Originally written in 1968, the Yakima River Canyon Scenic Byway Corridor Management Plan was never fully implemented. Over the last 45 years significant conflicts have emerged between the safe pursuit of recreational activities, protection of the scenic nature of the Canyon, and driving conditions within the Yakima Canyon.

Yakima River Canyon Scenic Byway Initiative Overview

The Yakima River Canyon Scenic Byway Initiative aims to ensure that byway visitors enjoy the Canyon’s outstanding aesthetic, historical and cultural values while also allowing access to recreation opportunities like hunting, fishing, hiking and biking in a way that doesn’t interfere with motorists on the Byway. Initiative goals include improving the byway visitor experience, improving tourism for byway communities, protecting byway resources, and developing sustainable byway facilities.

Initiative background

In 2010, Forterra, the largest land conservation, stewardship and community building organization operating in Washington State and the Kittitas Environmental Education Network (KEEN), a non-profit group promoting environmental education, joined forces to create a grass roots campaign to launch the Yakima River Canyon Scenic Byway Initiative. On October 22, 2010, twenty-six federal, state, and local agencies, conservation groups, clubs, local business partners, and private landowners signed a Memorandum of Understanding to establish and describe a partnership that is dedicated to designing, implementing, and promoting the...
The first, and only, Corridor Management Plan (CMP) for the canyon was developed in 1968. After the Memorandum of Understanding was signed, initiative partners quickly realized that a new CMP was needed to move the initiative forward to enable funding for goal implementation. Partners also realized that the update could not be a closed-door process. In order to capture how the public uses the Yakima River Canyon today and to identify improvements for the future, a public involvement approach was designed.

Visioning workshops were held in June 2011 to receive public input on how to proceed with a vision for the byway. Stakeholder’s attending the workshops included: land owners, business owners, government officials and employees, educators, biologists, geologists, and various club members. The workshops successfully yielded data related to what stakeholders view as priority improvement opportunities for recreation, education, interpretive signage, and habitat conservation (Appendix A). Data obtained from the workshops also included the public’s perception of the byway, its importance to the area, effective ways to communicate with the community, and other important information. All the stakeholder guidance received from the visioning workshops has been used to shape this Corridor Management Plan.

In addition to visioning workshops, Forterra and KEEN have promoted the Yakima River Canyon Scenic Byway Initiative through media relations and community outreach. The Initiative has been featured multiple times in local newspapers (Ellensburg Daily Record and Yakima Herald Republic) educating area residents and inviting them to engage in the effort. The project has been featured at various community events, including farmer’s markets, Get Intimate with the Shrub Steppe, and the Yakima Basin Science and Management Conference.

This Corridor Management Plan will serve as the guiding document for the Yakima River Canyon Scenic Byway Initiative. It outlines how to protect and enhance the intrinsic qualities and characteristics that define the Yakima River Canyon Scenic Byway (YRCSB). It serves as a tool for identifying local priorities for improvements and guides partners and stakeholders in the search for project funding. The plan will also help partners, stakeholders and community members coordinate marketing and tourism activities.
This Corridor Management Plan is intended to enhance livability of the byway region through tourism, economic development, improved highway safety, and the development of amenities that will benefit both residents and visitors. It focuses on strategies that will enhance the corridor and conserve its unique resources.

This plan is not a regulatory document, and does not limit any activities allowed on private lands by local planning, zoning, or environmental requirements. Nor does the plan weaken or modify local control over land use decisions. The plan focuses on enhancements for the corridor that will provide more opportunities for recreation and tourism, and strengthen an important sector of the local economy.

The completion of this Corridor Management Plan:
- Makes the corridor eligible for a variety of funding sources, including national scenic byway funds;
- Identifies the resources that define the YRCSB as a special place;
- Outlines goals and objectives for the protection and enhancement of the YRCSB resources;
- Helps ensure the vision, as defined during the public planning process, is achieved and maintained; and

Outlines an implementation strategy with assigned responsibilities and partnerships to guide the short and long term conservation, safety, enhancement, and promotion of the YRCSB.

Vision
The Yakima River Canyon Scenic Byway is a world-class drive for visitors and residents of Washington State. It embodies the Central Washington experience from its scenic shrub-steppe vistas to its diverse recreational opportunities, and rich geological, natural, and cultural heritage. The Byway enhances communities and places of interest along and near...
Yakima River Canyon Scenic Byway

the corridor, increases tourism, and adds to the local culture and economic base. The Yakima River Canyon Scenic Byway Initiative seeks to tell the Byway's story and broaden the traveler's experience through improvements that protect and restore the surrounding habitat, secure recreation access, and make the route safer for all who wish to experience its natural beauty.

Yakima River Canyon Scenic Byway

The Yakima River Canyon Scenic Byway, also known as the Yakima Canyon, is situated in the geographic center of the state. It was formerly a section of U.S. Route 97, the major north-south highway in Washington east of the Cascades, and was the only highway between Ellensburg and Yakima before I-82 was constructed.

Mission

To tell the Yakima River Canyon Scenic Byway story and broaden the traveler’s experience through improvements that make the route more available to all who wish to experience its natural beauty.

Regional Setting

In the 1970s, I-82 was constructed east of the Yakima Canyon over Manastash Ridge, bypassing the old highway that runs through the Yakima Canyon. When I-82 was opened the old section of U.S. 97 through the canyon was renumbered as State Route 821, better know as the Yakima Canyon.

The Yakima Canyon, located between Kittitas County and Yakima County, is scenic and mostly uninhabited. Beginning at Selah Creek it heads north along the Yakima Canyon, passing the unincorporated community of Pomona. Following the curves of the Yakima River north through the canyon a large cattle ranch parallels along the east side of the road. To the west of the road you may see recreationalists enjoying the canyon in any one of the many activities the Yakima Canyon has to offer; floating, boating, fishing, hiking, birding, and cycling. A footbridge further north is the only access point to the west side of the canyon via the BLM-managed Umtanum Recreation Area. The Yakima Canyon terminates at Helen McCabe Park at the Thrall Road junction just 5 miles south of Ellensburg.
Kittitas County

Kittitas County is located in the center of Washington State and stretches from east of the Cascade Mountains to the Columbia River. It is bounded to the north by Chelan County, to the south by Yakima County, and to the east by Grant County. The Pacific Crest Trail, high in the Cascade Range, forms its boundary to the west with King County.

As part of the southern extension of the Wenatchee National Forest, the terrain in the county’s northwest corner is a rugged and heavily forested wilderness. Extending from the Cascade Range are the Wenatchee Mountains, which run the length of the county’s northern border. And to the south, the Saddle Mountains and the Manastash and Umtanum ridges form a physical barrier that runs east and west to form the county’s southern border with Yakima County.

Economy

Historically agriculture and education played a major role in the economy of Kittitas County. There is a total of 95,400 acres of irrigated land in the county where hay, sweet corn, wheat, oats, potatoes, apples and pears are primarily grown.

Once considered as a site for the state capitol, Ellensburg instead became home to the Washington State Normal School, a state teachers college in 1892. The Normal School is now known as Central Washington University, which is ranked as one of the top schools in the west.

Logging and coal mining in the upper county were once major economic factors, but have given way to a more tourist-based, recreational economy.

Yakima County

Yakima County is the second largest county by area in the Washington. It is named after the Yakama tribe of Native Americans. The total area covered by the county is larger...
than the states of Delaware and Rhode Island combined.

The highest point in the county is Mount Adams, which is the second tallest peak in Washington and the third tallest in the entire Cascade Range.

Economy
The fertile valleys in the central and southern parts of the county have made agriculture a staple of the economy over the last 100 years. The perfect weather makes Yakima a leader in agricultural products, wine grape growing, outdoor recreation and tourism.

Today’s usage
The Yakima River Canyon Scenic Byway is widely accessed by both community members and visitors. Over 1.1 million drivers take the road on an annual basis. Locals use the drive between Ellensburg and Selah as a relaxing and beautiful way to commute north and south, to experience the stark beauty of the shrub-steppe habitat, and share wildlife viewing and other recreational pursuits with friends and family who are visiting the area.
The Yakima River Canyon Scenic Byway 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 1968
Chapter 2. Intrinsic Qualities
The Yakima River Canyon Scenic Byway is rich in scenic, natural, recreational, historic and cultural resources. Many of these resources have been recognized for their local significance and their state and national importance.

The natural and scenic beauty of the Yakima Canyon has been created over centuries by climate, hydrologic, and geologic forces that are unique to the area.

The climate of the Yakima Canyon is arid with an average annual rainfall of 8.5 inches. A strong rain shadow effect dominates the region, with precipitation levels decreasing and temperature ranges widening from the crest of the Cascades east across the Columbia Basin. There is a strong seasonal pattern of precipitation, with the majority of precipitation falling between October and March in the form of snow. By April, precipitation quantities are drastically reduced, with July and August being especially dry.

The prevailing winds from the west and northwest race through the steep slopes and high ridges to small level coves and bottom lands of the Yakima River.

The climate of the Yakima Canyon has been created over centuries by climate, hydrologic, and geologic forces that are unique to the area.

The Yakima River, the principal stream draining the east slopes of the Cascade Mountain range, meanders through the Yakima Canyon in a southerly direction for a distance of about 24 miles. The main tributaries to the river in the Yakima Canyon are Umtanum Creek, Burbank Creek, Lmuma Creek and Roza Creek.

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These meandering bodies of water, along with geographical features, helped shape the landscape of today. Approximately 10 million years ago the ridges and valleys of the Yakima fold belt started to form. This area was pressured simultaneously from the north and south causing it to be wrinkled like a table cloth being pushed together. As the ridges rose at the rate of a few inches per millennium, the Yakima River kept down-cutting its channel to maintain its established course. After a million years of uplift and simultaneous erosion, the river’s meandering course is now deeply entrenched forming the Yakima Canyon.

Basalt lava flows in the Canyon show characteristic vesicular flow tops where escaping gas bubbles were trapped in the crust of the cooling lava flow. Erosion of the vesicular tops of basalt flows forms the horizontal lines visible along the walls of the canyon. Cooling at the base of the lava flow produced cracks that became the basalt columns seen in the Yakima Canyon.
Yakima River Canyon Scenic Byway

Canyon today. The large columns formed from cooling at the base of the lava flow propagating upward while shrinkage cracks propagating downward from the upper portion of the more rapidly cooling lava flow top formed small irregular colonettes in entablature portion of the flows.

These unique natural qualities of the Yakima Canyon formed by centuries of climate, hydrology, and geology is the foundation of supporting natural and scenic intrinsic qualities in the Yakima River Canyon.

Natural & Scenic Intrinsic Qualities

Because of this diversity, the shrub-steppe habitat is one of the world’s richest ecosystems and supports a wide variety of animal life. The Yakima Canyon is very rich and diverse, ranging from big game species, such as bighorn sheep, to amphibians, like rough-skinned newts and is considered an important birding area by the Audubon Society.

Vegetation

As visitors travel the Canyon road they will most likely notice the grasses and shrubs that dominate the landscape (Appendix C). The dominant shrub-steppe species in the Canyon are big sagebrush and bluebunch wheatgrass. Cusick bluegrass and Idaho fescue are found in the plant composition at higher elevations and on the northern exposures where the soil is moderately deep. The shallow range sites support increasing amounts of stiff sagebrush, buckwheats, and Sandberg bluegrass, while needle grasses tend to be the prevalent grass species found growing on the sandy sites. Ponderosa pine trees are scattered throughout the lower elevations and bottomlands with alder, aspen, dogwood, cottonwood, and willows more or less forming a

Chapter 2. Intrinsic Qualities
The spring rains bring out a variety of wildflowers dominated by balsamroot, lupine, longleaf phlox and a variety of buckwheat. Another plant that begins to flower in the spring is the rare endemic plant called the Basalt Daisy. The Basalt Daisy is specific to the unique conditions of the Yakima Canyon and is found nowhere else in the world.

Fish
The 26 miles of Yakima River in the canyon is the only Blue-Ribbon trout stream in Washington State. People from all over the world visit the Yakima Canyon to experience the beauty and superb catch-and-release trout river. The river’s healthy insect population supports 1,000 trout per river mile. The favorite species of game fish include rainbow trout, cutthroat trout, dolly varden, some German brown trout, small-mouth bass, occasional large-mouth bass, steelhead trout, Chinook salmon, Coho salmon, and whitefish. Non-game fish include carp, sucker, sculpin, lamprey and squaw fish (Appendix E).

Fishing is enjoyed year round; some call it the river for all seasons.
Mammals

Many wildlife species inhabit the Yakima Canyon’s riparian and shrub-steppe habitats (Appendix D). Bighorn sheep are one of the charismatic species people enjoy viewing and hunting in the Yakima Canyon. The Yakima Canyon is home to more than half the state’s 1,500 wild bighorn sheep, with herds totaling nearly 800 animals in 2010.

Bighorn sheep occur in two populations in the Yakima Canyon, separated by the Yakima River. The Selah Butte herd, approximately 540 animals, is east of the river and the Umtanum herd, approximately 260 animals, occupies areas to the west of the river.

Canyon bighorns have suffered from pneumonia in the recent past, and WDFW selectively removed diseased individuals from the herd in winter 2010 to try to prevent the disease from spreading. This herd suffered poor recruitment in spring 2010, but returned to normal recruitment in 2011 and 2012.

Bighorn sheep are susceptible to pneumonia; mycoplasma ovipneumoniae is not a native pathogen of wild sheep and goats in North America. When wild bighorns contract this pathogen, it is invariably because of close contact with domestic sheep or domestic goats. Domestic sheep and goats often carry pasteurella and mycoplasma but are not clinically affected. There is presently no effective treatment or preventive vaccination for bighorn sheep with pneumonia.

Mule deer populations have been in general decline in central Washington for the past decade. An introduced louse species has infected the deer in Kittitas and Yakima Counties. The louse causes hair loss in ungulates and is known to be spreading.

Townsend’s ground squirrels are considered a candidate...
species for listing by WDFW, and a federal species of concern. This species has been declining statewide for some time. The main concerns are loss/degradation of shrub-steppe habitat due to increased development and the spread of cheatgrass; and fragmentation/isolation of habitat due to increased agriculture (vineyards, orchards, etc.) and development (housing).

The only upland "small" game mammal in the canyon is the cottontail-rabbit. Populations are considered good on the western portion of the area and poor on the eastern portion. Other upland game species include chukar, gray partridge, mourning dove, California quail, and ring-necked pheasant.

**Birds**

The Audubon Society considers the Yakima Canyon to be an important birding area with approximately 200 bird species visiting or residing permanently in the Yakima Canyon (Appendix B).

The riparian habitats along the Yakima River and feeder streams are host to many songbirds dependent on this habitat. The river itself is important for birds which prey on fish such as common mergansers, bald eagles, and belted kingfishers. The area is perhaps best known for its nesting birds of prey. No fewer than 21 species of raptors, as birds of prey are known, have been recorded in the Yakima Canyon. The Canyon has one of the highest concentrations of nesting raptors in Washington. Eleven species nest in the canyon and an additional nine species visit the canyon in the winter or during spring and fall migrations. American kestrels, red-tailed hawks, and prairie falcons are the most common breeding raptors and the bald eagle is one of the most conspicuous winter visitors. We now have several pairs nesting in the canyon. Great horned owls are the most common of the five species of owls that nest in the area.

**Chapter 2. Intrinsic Qualities**

The Yakima River is the only waterfowl area in the canyon. Nesting is restricted mainly to mallards and Canada geese with some common mergansers and wood ducks. Nesting densities are estimated at 1-1/2 broods per mile of river with about 150 birds produced.

The shrub-steppe habitat is important habitat for the threatened sage grouse. Recent surveys indicate there are two relatively isolated sage grouse populations remaining in Washington. One population is found in Douglas and Grant Counties, predominantly on private land. The other population is found on the federally managed Yakima Training
Yakima River Canyon Scenic Byway

Corridor Management Plan

Chapter 2. Intrinsic Qualities

Historic & Cultural Intrinsic Qualities

Yakama Nation

The Yakima River Canyon Scenic Byway is important ceded land for the Yakama Nation. The Yakama Nation has a very rich history and culture, for more information visit their cultural center.

For any major changes to the Yakima River Canyon Scenic Byway the Yakama Nation should be included in the planning.

Euroamerican Settlement

Ethnographically documented use of the Yakima Canyon dates back to the year 1000 B.C. The ethnographically documented groups that were living in the region historically include the Sahaptin (sə’hăptĭn) speaking Yakama, Kittitas, and Wanapum.

The first documented Euroamerican encounter with native groups in the vicinity of the Canyon occurred on Lewis and Clark’s expedition in 1805-1806. Later, in 1811, David Thompson traveled through the area representing the Montreal based North West Fur Company. The first known

Center in Kittitas and Yakima Counties which, together with the Hanford site, comprise the largest block of shrub-steppe remaining in Washington. These sage grouse populations are isolated from surrounding populations in Idaho and Oregon.

The reduction in sage grouse numbers and distribution in Washington is primarily attributed to loss and degradation of habitat through conversion to agriculture and other land uses. Sage grouse habitat is a subset of this remaining acreage, and factors affecting occupancy include elevation, slope, soil type, size of shrub-steppe patch, and habitat quality.

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Euroamerican trader to travel to the Kittitas Valley was Alexander Ross of the Pacific Fur Company and later the North West Fur Company, who went to the valley to acquire horses.

Missionary activity had begun in the region by the 1830s, with Marcus Whitman and Henry Spaulding establishing a mission near present-day Walla Walla at Waiilatpu. William Gray unsuccessfully attempted to set up a mission at the confluence of the Yakima and Columbia rivers in 1840. Jesuit Father Desmet began to proselytize in central Washington in the 1840s and the French Oblates Richard, Pandosy, Chirouse, and Verney began working in the Yakima area in 1847.

White settlers and miners, heading to gold strikes further north, then began passing through the area in greater numbers. The Euroamerican interest in the area revolved around mining activity. While surveying the Snoqualmie Pass for a potential railroad route, Lt. George McClellan reportedly found gold in the Kittitas Valley in 1853. This was followed by the announcement of gold near Fort Colville in 1854, which brought many miners through the Yakima area from The Dalles on their way to the prospecting areas further north. In 1857, reports of gold in British Columbia and the Wenatchee area brought a further influx of prospectors into the area from as far away as California. Priest Rapids became a major jumping off point for the traveling miners during this time period.

After 1858 gold mining occurred in the Peshastin Creek area to the north of the Kittitas Valley area and in 1867, Swauk Creek, a tributary of the Yakima River which flows into the Kittitas Valley was being mined for gold. Prospectors began mining at Gold Creek north of Keechelus Lake in 1898. The mining area that had perhaps the most long-term...
In the 1860s, cattle ranching in the Kittitas, Yakima, and Klickitat Valleys became a profitable business. The demand for cattle was high in the mining areas of British Columbia, Idaho, and Montana. In the Kittitas Valley, there were ten family owned ranches by 1870. Cattle from the area continued to be in demand from the growing population centers around Puget Sound, even while the markets in the mining areas began to decline.

Due to several factors, ranching was transformed towards the end of the nineteenth century. The establishment of the North Pacific Railroad through the area prevented the need for drives as cattle could now be shipped by rail. Harsh winters in 1880-1881 and 1889-1890 also prompted ranchers to keep their cattle in shelters during the winter. The increase in homesteaders coming into the area by way of the railroad in the late 1800s resulted in the fencing off of much of the open range land (including watered areas) previously used for ranching. This ultimately led to the decline of cattle ranching in favor of sheep herding, which could be accomplished on grazing land considered too marginal for cattle.

Agriculture gained a foothold in the region between the late 1860s and the 1880s. Wheat was the main crop cultivated, an activity facilitated by the excavation of irrigation ditches in stream and river valleys. Large irrigation works were established along the Yakima River in the 1890s and 1900s. The Bureau of Reclamation was established by Congress in 1902, which resulted in the construction of several dams and canals in the Yakima Basin area during the first half of the twentieth century. The more extensive irrigation enabled farmers to grow a wider variety of crops, including potatoes, hay, pea, alfalfa, and seed. Among those involved in agriculture in the area were the Yakama, who were farming more than 50,000 acres of their reservation land by 1913.
Range (Livestock)

Grazing on BLM Lands is regulated. In the Yakima Canyon area, 203 animal unit months of livestock use currently are authorized on four allotments. These four allotments involve 1,522 acres of the 4,210 acres of federal lands in the Yakima River Canyon.

Agriculture

In 2007, Yakima County had 558,000 irrigated acres of private land used for agriculture. As the state’s leading agricultural county ($850 million per year), Yakima has a large and highly varied farm base, complemented by diverse non-agricultural interests. The 2007 Census of Agriculture ranked Yakima County as Washington State’s number one producer of apples, hops, corn, spearmint, peppermint and grapes and one of the top producers of sweet cherries. Trade comprises 22 percent of the non-farm employment, or 13,000 jobs. Yakima County has a high concentration in wholesale trade (e.g. fresh fruit packing houses) reflecting warehousing of food products. They added 700 jobs in 2006; retail sales for the county were over $2.6 billion. Closely tied with Washington’s agricultural tradition is value added manufacturing processes with specific focus on food processing. These activities include milling, blending, packaging, canning, freezing, processing, manufacturing, and refining end products for industrial, business and consumer production. Food processing represents about 40 percent of the manufacturing sector.

Kittitas County grows great grass. Historically, resident farmers used domestic livestock to harvest grass. Today, the export market demand for premium hay has shifted farm acreage toward timothy, orchard grass/alfalfa, and annual grass hay. Farm gate market value in 2007, aggregated across 1,038 farms and 191,087 acres, were $22.2 million in livestock sales and $38.7 million in crop sales.
Early Canyon Development

Prior to the coming of the Northern Pacific Railroad in the 1880’s, neither canyon was accessible by road or trail. Native American travel and early settlers used trails in the highlands both east and west of the river. There was the Squaw Creek Trail along Manastash Ridge and down Wenas Creek. The Squaw Creek Trail was the first stage route in to the Kittitas Valley from the Dalles. This impractical route was soon superseded by the Wenas Road which in turn was superseded by the Durr Road. The Durr Road, originally a toll road, was a short cut nearer the river, built in 1882 by Jacob Durr, and extended from the head of Shushushkin Canyon south down into Manastash Creek, up over the Umtanum ridge then down Cottonwood Creek to the Wenas. The Durr Road remains the primitive road it started as.

There was, however, a travel route east and west that crossed the Yakama in the vicinity of Umtanum Canyon. There is archeological evidence of Native American presence at the mouth of the Umtanum in the form of bone fragments and rock storage pits. Across the Canyon to the east is an easy route up Lmuma Creek and down Hanson Canyon to the Columbia River. The entire route furnished good hunting, fishing and berrying.

As the railroad began building across eastern Washington Territory in the 1870’s, they established a construction and saw mill town called Ainsworth (Hell On Wheels) at the mouth of the Snake River. Since there was no timber along this route they contracted for timber in the upper Yakama and floated logs down the Yakama River on the spring flood to their sawmill to be cut into ties and bridge timbers. As the railroad built up the Yakama Canyon they established a construction camp on the alluvial fan at the mouth of Roza Creek. Picture this now serene alluvial fan when this was a bustling construction camp of mostly immigrant workers grading a railbed, placing ballast, laying ties and fastening rails in the...
Yakima River Canyon Scenic Byway

Next to the tram-line was a suspension footbridge that stood for many years. At one time a wagon bridge was constructed across the river near here. It stood for three years before it floated downriver on a spring flood.

There were three farm families at Roza plus varying number of railroad workers and crushing mill employees. Silica Street, which paralleled the railroad supported numerous dwellings and outbuildings plus a Northern Pacific Depot complete with telegraph. The town had a grocery store, post office, bunk houses and kitchen for mill workers and a large corral and loading facilities near the section house. A large elevated water tank served the community and the steam engines. Roza also boasted of a large white school house complete with bell tower which also served as a community meeting house and dance hall. It served people from the community and ranches up and down the canyon from 1897 to 1926. Old photographs at the state archives show Roza as a bustling community in the heyday.

The Northern Pacific was a land grant railroad, having been granted alternate sections of land on both sides of the track for distance of six miles. This land was sold or leased as a means of financing the railroad. The rest of the land was public domain open to homesteads and ranches. Any relatively flat land that had access to water was settled at one time. At one time the canyon was dotted with homesteads.

Chapter 2. Intrinsic Qualities

When diatomaceous earth was discovered both northwest of Rosa and east of the river in Squaw Creek, an American Japanese Company and the great Western mining and milling company established crushing mills and loading facilities in Roza. Ore mined east of the river was loaded into a tipple which filled tram cars that glided across the river by gravity on cables strung on towers. As a loaded tram car crossed the river an empty crossed back.

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large sheep ranch, and there were several ranches in the Burbank Valley. On the west side there were large ranches in Cottonwood, Umtanum creek and ridge. On Manastash Ridge wheat farming and ranching was once a going concern.

Just upriver of the Lmuma Meadow lay the little settlement of Wymer. It stair stepped up the side of Umtanum Ridge and contained the large brick home of the George Wymer family. It boasted a water tank, ore loading facilities and a passenger depot. A pedestrian suspension bridge crossed the river just at the foot of the Wymer Cut. At the mouth of Umtanum Creek stood the Ralph Davis ranch.

For many years the railroad was the main egress and ingress both ways in the canyon. Passenger trains could be flagged down anywhere a settler needed a ride to town. During prohibition, circa 1915-1933, the Yakama Canyon and tributaries thereto, hosted several illegal whiskey stills. Some were hidden in dense brush patches, others in sheds or barns and produced whiskey for local consumption. The bigger operators, like the two brothers that operated the Rattlesnake Whiskey Company in Lmuma Creek, hired bootleggers to peddle and deliver their thousand gallon a week production. Local grocers and farmers profited from the prodigious amounts of sugar, corn and barley required. Whiskey was a universal drink in the west and its prohibition nearly drove its production underground.

The state did not get around to building a road down the canyon until 1924. It became part of the Sunset Highway system and had a concrete road bed. At the area known as the Snow Bowl there existed a rope tow for winter skiing. Economics and the hard times of the 1930’s put most of the homesteaders out of business and gradually the canyon became mostly a transportation corridor and now a prime recreation area. Sometime in the 1930’s the Washington State Department of Fish and Game fenced in a huge portion of the Lmuma drainage and tried to establish a heard of pronghorn antelope. Though antelope were once native in the shrub steppe, the experiment failed.

Few vestiges of this once bustling homestead era are visible today.
With nearly 300 days of sunshine and thousands of acres to explore, the Yakima River Canyon Scenic Byway is a prime destination for recreational travelers and is rapidly becoming recognized as a prime recreational area throughout the state. With a wide variety of activities including fishing, boating, hiking, hunting, wildlife viewing, biking, horseback riding, photography, nature study, rockhounding, and camping, the Yakima River Canyon Scenic Byway is a destination.

Many visitors to the Yakima Canyon come from nearby towns, and the lengths of stays usually are of short duration (two to six hours). Longer stays (one to two days) also occur and usually are associated with people who travel from outside the immediate area.

**Visitation Estimates**

Accurate visitor data is lacking. However, the information that is available indicates that several thousand people float this stretch of river each year.

On some weekends, 200 to 300 persons have been observed using the Roza recreation site alone. Comparable numbers also have been noted at the Liuma Creek and Umtanum Creek sites. Bureau of Land Management (BLM) has noted 250,000 people visiting their properties annually.

The proximity of the Yakima Canyon to the towns of Yakima and Ellensburg results in heavy weekend and evening usage during the warmer months. Its location relative to Interstates 90 and 82 affords easy access to the Yakima Canyon for residents of Seattle, Spokane, and the Tri-Cities areas.
Yakima River Canyon Scenic Byway

Recreation development

Hunting, fishing, rafting, boating, picnicking, camping, hiking, and wildlife viewing are popular recreational activities in the canyon. Bicycling is also popular despite the roadway’s narrow shoulders. Recently, there has been an increased interest in backpacking, particularly in the major tributary canyons of Umtanum Creek and Roza Creek. Rock-hounding is another recreational pursuit. Other activities include photography and general sightseeing.

The most popular activities on the water are fly fishing and rafting the gentle Class I river, while enjoying the scenic beauty of the Yakima River Canyon. This stretch of the Yakima River is the state’s only Blue-Ribbon trout fishery.

The Yakima River Canyon Scenic Byway has been a popular place for fishing and hunting for decades. As a result of its popularity, the Washington State Department of Wildlife (WDFW) and the Bureau of Land Management (BLM) signed a cooperative management agreement in the 1970s to manage the public lands in the canyon for fishing and hunting. This agreement resulted in the development of four recreation sites on BLM Lands along the Yakima River: Roza, Lmuma, Helen McCabe Park, and Briena Sash.
Helen McCabe Park

Helen McCabe Park, previously referred to as the Wilson Creek Recreational area, is located at the north entrance of the Yakima River Canyon Scenic Byway. Helen McCabe Park is a 64 acres park with an 8-acre fishing pond at the heart of the park. The pond is stocked with fish by the Washington Department of Fish and Wildlife. A walking path from the parking lot guides visitors around the pond and out to a native plant restoration project along Wilson Creek.

Helen McCabe Park is the perfect location for an interpretive center as it is the first recreation site that travelers encounter when traveling southbound through the canyon. This location was also identified in the original 1968 Corridor Management Plan as an optimal spot for an interpretive center.

The Kittitas Environmental Education Network (KEEN) has a long-term lease on the park and has been actively working towards building an interpretive center on the NW corner of the park. The Yakima Canyon Interpretive Center (YCIC) will serve as a resource to visitors and community members, provide nature and science education for all ages, encourage community partnerships, and foster an appreciation and understanding of the incredible natural wealth found in the ecosystems of Kittitas and Yakima Counties and will be operational by 2016.

The Interpretive Center will be constructed using green building practices and will complement its natural surroundings. Maintenance and operation activities will also employ green, sustainable practices to limit the building’s impact on the local environment.

Highway signs and a targeted marketing campaign will direct visitors to the Interpretive Center.
Yakima River Canyon Scenic Byway

visitors to the Center. The Center will serve as a one-stop-shop for Yakima River Canyon Scenic Byway information, from maps to camping permits, and also offer public restrooms, coffee and food.

Umtanum Recreational area - Briena Sash

Umtanum Recreation Area

The Umtanum recreation site is located 12 miles south of Ellensburg. At this location, a wooden footbridge crosses the Yakima River, providing the only foot access to the west side of the river in the Yakima River Canyon. The west side of the river consists of WDFW-managed lands and trails in the Wenatas.

Fiery Floods Interpretive Marker - Jill Scheffer

Umtanum Recreation Area is a great place to explore with a fine canyon hike leading to rolling hills above. Umtanum, just a quick drive down the Yakima canyon from Ellensburg, is known for wildflowers and sage, aspen, cottonwood, birds, beaver dams, and an old apple orchard largely chewed down by the beavers. Rattlesnakes are also common after the snow melts in the spring.

This is a favorite low-impact high-desert trail which follows Umtanum Creek up to the Canyon ridges. The trail begins on the west side of the Burlington Northern Santa Fe Railroad track. The Umtanum Recreational Area is listed as
Yakima River Canyon Scenic Byway

Fiery Floods Interpretive Marker
The Fiery Floods Interpretive Marker briefly describes the lava flows in this area and how our region has been shaped by these lava flows.

Lmuma Creek Recreational Site
Lmuma Creek recreation site cuts through massive basalt cliffs and rolling desert hills, 16 miles south of Ellensburg. All campgrounds are across the river from Wenas Wildlife Management Area.

Big Pines Recreational Area
At 20 acres, Big Pines is BLM’s largest recreation site in the Yakima River Canyon. The northern edge of the recreation site is adjacent to undeveloped hiking trails on lands managed by the Washington Department of Fish and Wildlife. Big Pines has RV and tent camping available as well as a boat launch. NO MOTOR BOATS are allowed.

Roza Recreational Area
Roza is located 21 miles south of Ellensburg. Roza is the main...
take-out for all river floaters, as it is located a half-mile above Roza Dam. Motorized vessels are permitted from the Roza boat launch down to Roza dam. Upstream of the Roza boat launch, the river is limited to non-motorized boats only.

Old Highway and Tunnel

State Route 821 is a historic highway between Selah and Ellensburg in the state of Washington. The alignment of this portion of highway has been changed over the years and has an abandoned twin tunnel structure above a portion east of the current roadway. The obsolete twin tunnels and stretch of highway used to be part of old highway US 97 but was replaced in 1963 with a section of river-level highway (currently SR 821). Interstate 82 has bypassed this stretch of roadway between Selah and Ellensburg. The historic highway is now called Canyon Road.

Selah Cliffs Natural Area Preserve (NAP)

Selah Cliffs NAP has an interpretive trail system including an ADA accessible crushed gravel half-mile loop and several interpretive signs. Stewards are available by request to lead educational field trips, as time permits. Parking can accommodate five vehicles. To help conserve the ecology of this preserve, dogs are not allowed. An additional interpretive...
sign and cliff-top view of the preserve are located at the Department of Transportation Selah rest area off of Interstate 82 north of mile marker 25.
# Yakima River Canyon Scenic Byway

## Resource

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## Chapter 3. Visitor Services

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## Corridor Management Plan

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Chapter 3. Visitor Services

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**Chapter 3. Visitor Services**
Chapter 4. Goals & Objectives
The Corridor Management Plan goals are grouped into four primary categories: safety, education, conservation, and recreation. These goals establish a framework to enhance and conserve the desired natural, historic and rural scenic character of this distinctive corridor while encouraging recreation and improving roadway safety for the community and the region.

The Yakima River Canyon Scenic Byway Initiative aims to ensure that byway visitors enjoy the canyon’s outstanding aesthetic, historical and cultural values while also allowing access to recreation opportunities like hunting, fishing, hiking and biking in a way that doesn’t interfere with motorists on the highway. To accomplish this vision, the Initiative aims to meet the following goals and objectives that were identified during the visioning sessions (Appendix A).

**Goal 1: Safety**

**Safety Objective 1: Safety improvements for recreational access in the corridor**

Access to recreational opportunities is paramount to public use of the Yakima River Canyon Scenic Byway. The byway, located centrally in the state, is well positioned to be a recreational hub that several communities can enjoy and benefit from. In addition to economic incentives, the enhancement of recreation along the byway will provide visitors, community members and tourists alike, with more opportunities to enjoy and connect with the local landscape and wildlife.

Example strategies:
- Create safer pullouts
- Close unsafe pullouts
- Add pullout and/or boat launch signage along roadway

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Example strategies:
- Create safer pullouts
- Close unsafe pullouts
- Add pullout and/or boat launch signage along roadway
Goal 2: Education

Education Objective 1: Provide natural and cultural educational opportunities

The canyon is an incredible natural and cultural education resource due to its geology and history of human communities. Unfortunately, those traveling and recreating along the byway are unaware of the history that surrounds them. Many opportunities are available in the Yakima River Canyon to educate visitors about this important state resource.

Example strategies:
- Install interpretive signage and panels
- Visitor facilities with restrooms and interpretive information located at the south and north end of the Yakima Canyon.

Safety Objective 2: Implement transportation safety projects

One of the primary goals of the original 1968 Yakima River Canyon Scenic Byway Corridor Management Plan was to create safe driving conditions along the byway. Identifying and improving transportation safety in the corridor continues to be a fundamental element of the Yakima River Canyon Scenic Byway Initiative. In addition, a multi-modal focus, which provides hikers and bikers with safer routes along the roadway, is a larger priority today than it was in the past.

Example strategies:
- Slope stabilization
- Bring the canyon highway up to Rural Collector standards
- Widen shoulders

These issues are being addressed by the WA Department of Transportation.
**Education Objective 2: Public Involvement**

Public involvement and feedback is an important component in what subcommittees base their work plans on and determine what is a priority in the Yakima River Canyon. Therefore having visioning workshop exercised regularly is recommended for the success of the Yakima River Canyon’s plan.

*Example strategies:*
- Create a Yakima River Canyon Scenic Byway Initiative newsletter
- Produce informational packets, fact sheets, displays, and brochures
- Conduct online surveys to gather input on key issues
- Use social marketing tools

**Education Objective 3: Build lasting partnerships with community, local government, and agency stakeholders**

On October 22, 2010, 26 federal, state, and local agencies, as well as conservation groups, clubs, local businesses partners, and landowners signed a Memorandum of Understanding to establish and describe a partnership that is dedicated to designing, implementing, and promoting the Yakima River Canyon Scenic Byway Initiative in Kittitas and Yakima Counties. These relationships will continue to be nurtured as the Initiative advances, and new partners will be invited to join. The success of the Initiative is highly dependent on the lasting partnerships between these organizations.

*Example strategies:*
- Create a distribution list of all partners
- Regularly e-mail partners with news and issues that could affect the Initiative
- Conduct quarterly touch-base partnership meetings at a central location
Goal 3: Recreation

Recreation Objective 1: Support and improve current recreational access

The Yakima River Canyon Scenic Byway’s scenic and natural beauty along with more than 300 days of sunshine are perfect for a wide variety of recreational activities including hiking, fishing, birding, and wildlife viewing. Recreational activities are an important part of the Byway travelers experience and draw to the Yakima Canyon. It is important to enhance current recreational access by supporting it and improving while balancing safety and preserving intrinsic qualities.

Example strategies:
- Create additional access points to cross the river
- Add a bicycle lane through corridor
- Design new trail systems, such as a river trail

Goal 4: Conservation

Conservation Objective 1: Participate in land use and land management planning processes.

Work with public and private partners to ensure development (commercial, private, or public) of this scarce resource is controlled. This will limit intrusive development and over-development of the canyon, and ensure efforts to protect the canyon and its resources are respected.

Local, state, and federal agencies managing land in the Yakima River Canyon include:
- Bureau of Land Management
- Washington State Department of Fish and Wildlife
- Washington State Department of Transportation
- Burlington Northern Santa Fe Railroad
- The Nature Conservancy
- Private land ownership

Example strategies:
- Networking
- Attend planning meetings
- Attend open houses and hearings
Yakima River Canyon Scenic Byway

- Review Environmental Assessments, Environmental Impact Statements, and management plans and comment where necessary

Conservation Objective 2: Preserve and restore natural resources

The Yakima River Canyon is rich in natural resources. The Yakima River Canyon Scenic Byway Initiative is committed to conserving and restoring shrub-steppe and riparian habitats to further enhance the traveler’s Byway experience and improve and protect critical natural resources.

Preservation and restoration activities will allow for healthy wildlife populations, increased wildlife viewing opportunities, and other opportunities associated with fish, wildlife, birds, and plant life; create opportunities for educating the public about the importance of such activities; and restore the corridor to a more natural setting.

Example strategies:

- Acquire properties for conservation
- Provide educational opportunities for land management
- Install signage and create maps that direct the public to trails, campsites, and other activity zones
- Address water quality issues
- Install garbage and recycling receptacles along the corridor
- Habitat restoration
Figure 1: Goals and Objectives of the Corridor Management Plan
Chapter 5. Implementation
Byway Management

To ensure that the Yakima River Canyon Scenic Byway Initiative is successful at meeting goals and objectives, a formal management plan should be created consisting of an appropriate legal status, committees, and coordinator.

Legal Status

Byway management committees, as a whole, typically seek 501c3 status to be eligible to receive grants.

Advisory Committee

A high-level advisory committee serves the function of maintaining contact with elected officials and agency leaders on an infrequent basis and has responsibility for coordinating the overall byway management committee, providing regular direction to the byway coordinator, and providing oversight to ongoing byway activities as necessary.

The advisory committee needs to be representative of the wide range of stakeholders in the corridor, and should include representation from each of the following subcommittees.

- Marketing and fundraising subcommittee
- Safety and transportation subcommittee
- Recreation and tourism subcommittee
- Conservation and habitat subcommittee
- Education subcommittee

Marketing and Fundraising Subcommittee

The marketing and fundraising subcommittee is responsible for identifying and pursuing grant opportunities, seek donations, identify grant matching sources, manage any sales activities the byway might undertake, and is generally responsible for finding resources to complete byway projects.

Figure 2: Breakdown of working committees and subcommittees
This subcommittee is also responsible for planning and implementing any promotional and visitor information activities, and for coordinating with partner tourism organizations.

Safety and Transportation Subcommittee
The safety and transportation subcommittee is responsible for identifying public safety issues in the Yakima Canyon and working with government agencies to address these issues.

Recreation and Tourism Subcommittee
The recreation and tourism subcommittee would be responsible for collaborating with recreational groups, business, and organizations for enhancing the recreational experiences.

The subcommittee is also responsible for collaborating with the downtown association, chamber of commerce, and other business/organizations involved with tourism.

Conservation and Habitat Subcommittee
The conservation subcommittee is responsible for identifying and prioritizing conservation and habitat projects seeking out grants to support the work, collaborating with local conservation groups, government agencies, and landowners.

Education Subcommittee
The education subcommittee is responsible for collaborating with local schools, education institutes, and non-profit groups to promote education about and in the Yakima Canyon.

Byway Coordinator
The byway coordinator serves as the executive director of the byway organization and is ultimately a paid position. The coordinator supports the byway management committee to complete byway activities.
### Goal 1: Safety

| Safety Objective 1: Safety improvements for recreational access in the corridor | X | X | X | X |
| Safety Objective 2: Implement transportation safety projects | X | X | X |

### Goal 2: Education

| Education Objective 1: Provide natural and cultural educational opportunities | X | X | X | X |
| Education Objective 2: Public involvement | X | X |
| Education Objective 3: Build strong partnerships with community, local government, and agency stakeholders | X | X |

### Goal 3: Recreation

| Recreation Objective 1: Support improvements for recreational access in the corridor | X | X | X | X | X | X | X |

### Goal 4: Conservation

| Conservation Objective 1: Participate in land use and land management planning processes | X | X |
| Conservation Objective 2: Preserve and restore natural resources | X | X | X | X | X | X | X |

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**Chapter 5. Implementation**
Yakima River Canyon Scenic Byway

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<td>Memorandum of Understanding Signed</td>
<td>October 22, 2010 Ellensburg, WA</td>
<td>Establish and describe a partnership that is dedicated to designing, implementing, and promoting the Yakima River Canyon Scenic Byway Initiative.</td>
<td>26 Federal, state, and local agencies, as well as conservation groups, clubs, local business partners, and private landowners signed the MOA.</td>
</tr>
<tr>
<td>Visioning Workshop I</td>
<td>June 2011</td>
<td>To receive guidance and clear mandates from the public on how to proceed with writing the Corridor Management Plan (CMP).</td>
<td>Received useful and meaningful content about what is important in the Yakima Canyon to the public.</td>
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<tr>
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<td>June 2011 Selah, WA</td>
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</tr>
<tr>
<td>Partnership Meeting</td>
<td>Quarterly meetings Ellensburg, WA</td>
<td>To receive updates from partners about progress they are making in the Yakima Canyon.</td>
<td></td>
</tr>
<tr>
<td>Public Review I</td>
<td>August 2011</td>
<td>To receive feedback on the CMP draft.</td>
<td></td>
</tr>
<tr>
<td>Public Review II</td>
<td>August 2012 Selah, WA</td>
<td>To receive feedback on the CMP draft.</td>
<td></td>
</tr>
</tbody>
</table>
Chapter 6. Tourism
Enhancing Tourist Experience

Tourism is a large part of Kittitas and Yakima Counties’ economies, just as for many counties in the state. The revitalization of the Yakima River Canyon Scenic Byway as one of Washington’s best areas for recreating, wildlife watching, and connecting with nature will draw tourists and new residents to our area, who will bring with them support for multiple tax bases and economic growth opportunities. It is the goal of the Yakima River Canyon Scenic Byway Corridor Management Plan (CMP) to ensure recreational and tourism opportunities are available, marketed appropriately while at the same time protecting the resource and the scenic nature of the Yakima Canyon.

Byway-related projects that enhance the byway-visitor experience, and encourage them to spend more time or return to explore the places and resources that make this area unique to its region include: wildlife watching and recreational opportunities. These intrinsic qualities can be enhanced through signage and interpretive centers.

Recreational, Interpretive, and Travel Service Signs

Gateway and reassurance signs will benefit the traveler by providing reassurance that they are traveling on the Scenic Byway, and establishing landmarks for orientation and wayfinding.

The purpose of the signs are to enhance the travelers’ experience in the Yakima Canyon by directing them to safe pull-offs where they can enjoy wildlife viewing, access to recreational opportunities, and educational information about the Yakima River Canyon’s historical, cultural, and natural history.

Interpretive Signage

Interpretive signage and panels will be installed where safe, practical, and accessible along the highway and at designated recreational sites. Interpretive signage and panels will be designed to blend with the natural environmental setting and relate to their surroundings. All signage will be designed using a consistent theme and look, and will be durable and easy to care for.
Interpretive Centers

Interpretive Centers play an important role in visitors’ Byway experiences. The purpose of the Interpretive Center is to aid and stimulate the discovery process, the visitor’s intellectual and emotional connection to heritage. Interpretative Centers specialize in communicating the significance and meaning of heritage and work to educate and raise awareness.

Design guidelines

Traveling a scenic byway is intended to be a different experience than traveling a regular road. Roadway elements should contribute to making the byway visit distinctive and
memorable. To accomplish this, the Yakima River Canyon Scenic Byway advisory committee will need to adopt a style for the Yakima Canyon that will be used for all improvements and additions along the corridor. One possible design style is the "Cascadian Style" which is used by Washington State for their parks.

The design guidelines will serve as a tool for consistent development of capital improvements along the roadway. As guidelines they are intended to be flexible, and allow reasonable modification in the development of individual sites. In all cases, the guidelines are focused on providing a safe and convenient experience for travelers. The design guidelines will be applied where safe and practical and where they have visual significance on such components as:

- Landscape design
- Traffic barriers and guardrails
- Signs and sign support structures
- Trail markers
- Historical markers
- Interpretive elements (panels and kiosks)
- Roadside structures (retaining walls, barrier, etc.)

Marketing Program
Chapter 7. Marketing
A marketing program should be developed that supports Initiative tourism goals. The marketing program will raise awareness of the local and statewide benefits of the Yakima Canyon and attract local and out-of-town byway visitors.

The marketing program should include:

- public involvement;
- branding activities;
- cross-promotional opportunities with local tourism organizations;
- advertising, and;
- the creation of programs.

For instance, the Yakima River Canyon Scenic Byway could launch a Corridor Heritage Education Program targeting local schools. The program could offer educational tours of the canyon, which would establish a foundation of local pride and awareness of local community heritage.

Marketing Objective 1: Establish the Yakima River Byway as one of Washington’s best area’s for connecting with nature

Tourism is a huge part of Kittitas and Yakima Counties’ economies. The revitalization of the Yakima River Canyon Scenic Byway as one of Washington’s best areas for recreating, wildlife watching, and connecting with nature will draw in tourists and new residents to our area.

Strategies for improving tourism for byway communities:

- Develop a Yakima River Canyon Scenic Byway website promoting activities and amenities to support trip planning
- Work with public and private partners to develop a recreation brochure
- Place brochures in businesses, hotels, visitors’ centers, and Chambers of Commerce
- Work with various community organizations to plan community events such as marathons, bike rides, concerts, bird watching hikes, etc.
- Work with other agencies and organizations to include
In order to improve tourism, the public must be familiar with the Yakima River Canyon Scenic Byway and its offerings. A statewide, grass roots public outreach and marketing campaign will help achieve this goal.

**Strategies to improve awareness:**
- Launch a targeted marketing campaign that educates the public about the Byway’s offerings
- Brand the byway to articulate what it is about and help visitors understand what to expect. Use branding in all communications
- Ask public and private partners to promote the Byway on their websites and in their outreach tools
- Use social marketing to create an interactive experience
- Use high-tech communication tools where applicable, such as QR codes on interpretive panels and radio podcasts to offer visitors individual, interactive experiences
- Work with tourism organizations to cross-promote the Byway using their outreach tools
- Work with statewide media to publicize Byway offerings and activities
- Attend community fairs and festivals

It is important that tourism providers – from BLM to commercial sales operations like Red’s Fly Shop – regularly communicate with one another. Frequent communication will strengthen relationships, promote consistency, and help maintain a clean, healthy byway.
Logo Style Guide

Purpose

Logos are intended to be the “face” of an organization: They are graphical displays of a organization’s unique identity, and through colors and fonts and images they provide essential information about a organization that allows customers to identify with the organization’s core brand. Logos are also a shorthand way of referring to the organization in advertising and marketing materials; they also provide an anchor point for the various fonts, colors and design choices in all other business marketing materials.

Design Principles

Good logos should be unique and comprehensible to potential customers. Although there are myriad choices for color, visual elements and typography, in general a logo should help convey some information about the organization, or be designed in a way that gives some sense of meaning about the organization or its industry. For example, cutting-edge firms and tech companies tend to have angular logos to convey speed, while service-oriented firms have rounded logos to provide a sense of service and trust.

Brand Identity

Logos are the chief visual component of a organization’s overall brand identity. The logo appears on stationery, websites, business cards and advertising. For that reason, a well-designed logo can contribute to business success, while a substandard logo can imply amateurishness and turn off potential customers. A logo should cohere well with other aspects of an organization’s visual presentation: No logo, however well designed, can look good when surrounded by contradictory graphical elements or inconsistent fonts. This is why a logo is the basic unit of a larger brand identity that includes organization fonts, colors and document-design.
Chapter 7. Marketing
Chapter 8. Highway Services
Yakima River Canyon Scenic Byway

General Review of the Road’s Safety

Roadway Geometrics and Classification

Yakima Canyon (SR 821) is a two-lane highway through the Yakima Canyon. It extends from milepost 2.43 at the south end to milepost 24.51 on the north end for a total of 22.08 miles. The highway has tremendous physical constraints that limit the ability to construct the highway to standard. There are numerous rock walls, steep slopes, and horizontal curves as it parallels the Yakima River. The highway also has a few smaller hills, but these are much lower and steeper than those on I 82. The drop in elevation for the highway is only about 250 feet from the north end to the south end.

Yakima Canyon is classified as a Rural Connector (R3) on the state functional classification system and a Major Connector (07) on the federal functional classification system. WSDOT standards for a Rural Connector with less than 1,000 vehicles per day are two 12-foot lanes and 4-foot wide shoulders. The existing traveled lanes are 11 feet wide. Only 2.97 miles, or 13%, of the canyon highway meet standards for shoulder widths, and 19.11 miles, or 87%, do not (see table below). Many locations have shoulders that are only one or two feet wide. The table below identifies the segments that meet or do not meet shoulder width standards. The location description gives a general idea of where these segments are located.

For access control, Yakima Canyon is classified as a Class 3 Access Managed Highway. Class 3 highways offer a reasonable balance between mobility and direct access to adjacent properties. A minimum of 330 feet is required between driveways. There was only one collision associated with a driveway within a 10-year period.

Chapter 8. Highway Services

Corridor Management Plan

There are 67 locations along Yakima Canyon through the canyon that are monitored for unstable slopes. About one-third of these locations are serious enough to be considered for slope stabilization work. Some mitigation has occurred in the YRC mainly in the form of catchment ditches and some with accompanying cement barriers, which is effective in some locations. Rockfall in other locations in the canyon is not controlled effectively with just catchment ditches as rocks bounce well over these ditches onto the road and railroad. WSDOT Maintenance crews regularly remove rocks that have fallen onto the highway. Rock removal occurs throughout the year and can be associated with weather.
## Shoulder Width Standards Status for Canyon Highway Segments

<table>
<thead>
<tr>
<th>Mileposts</th>
<th>Length</th>
<th>Approximate Location Description</th>
<th>Meet Standard?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.43 – 4.08</td>
<td>1.65</td>
<td>Southern canyon entrance vicinity</td>
<td>Yes</td>
</tr>
<tr>
<td>4.08 – 5.74</td>
<td>1.66</td>
<td>South of Roza Dam Road intersection (at mp 6.24)</td>
<td>No</td>
</tr>
<tr>
<td>5.74 – 7.06</td>
<td>1.32</td>
<td>South of Roza Dam Road to Roza Recreational Site</td>
<td>Yes</td>
</tr>
<tr>
<td>7.06 – 24.51</td>
<td>17.45</td>
<td>Roza Recreational Site to northern canyon entrance</td>
<td>No</td>
</tr>
</tbody>
</table>

13% (2.97 miles) meet standards  
87% (19.11 miles) do not meet standards

## Bicycles

Bicyclists share Yakima Canyon with motor vehicles; there is no separate bicycle path for cyclists. Bicycling through the canyon is challenging and dangerous due to the narrow shoulders through much of the corridor. WSDOT’s design policies indicate that improvements to a shared roadway can provide a greater degree of service for bicyclists. Improvements to Yakima Canyon could include widening the shoulders to a minimum of four feet, adding pavement markings, and removing any surface obstacles that are not compatible with bicycle tires. Trucks, buses and recreational vehicles make up 18% of the motor vehicle traffic through the canyon. The Design Manual provides additional guidance, that if these large vehicles make up more than 5% of the daily traffic, shoulder widths may be further widened to better accommodate bicycles.

## Traffic and Operations

Daily traffic volumes are low ranging from 1,200 to 1,300 vehicles per day. Traffic volumes are highest in the summer months peaking in August and lowest in January and December. On average, traffic volumes may range from 1,500 vehicles per day in August to about 1,000 in January. The speed limit is 45 miles per hour through the canyon.
the north end, the speed limit is 50 miles per hour for about one-half mile. There are a few events throughout the year that slow or close Yakima Canyon to motor vehicles for a period of time.

- **Yakima Canyon Cattle Drive:** The annual Yakima Canyon cattle drive takes place in late January or early February. Cattle are moved from Burbank Creek Road to Mount Baldy Ranch, a distance of about five miles. The cattle drive has become a tourist event. The highway does not close, but traffic is slowed for approximately three hours during the cattle drive.
- **Yakima River Canyon Marathon:** The marathon is run in the spring each year and usually draws several hundred participants. The highway closes for about seven hours during the event.
- **Your Canyon for a Day Bike Tour:** The bike tour is a 35-mile round trip ride with typically over 1,000 participants. The highway closes for about six hours. The event takes place in May.
- **Central Washington Agricultural Museum Tractor Run:** The Central Washington Agricultural Museum has a tractor ride through the Yakima River Canyon. The tractors travel at 8 to 10 miles per hour. The highway is not closed during the tractor ride, but traffic is slowed by the procession. The tractor ride takes place in summer.

**Safety**

The collision rate for Yakima Canyon is above the state average for a highway with an R3 functional classification. There were 143 collisions in a 10-year period; six of these were severe collisions and only one of these was a fatal collision involving two deaths. Almost 90% (123) of the collisions involve only one vehicle. The largest number of collisions (57, about 40%) involved a single vehicle hitting a fixed object (e.g., rock banks, ledges, earth banks, retaining walls, boulders, or concrete barrier). There were 16 collisions reported involving animals or birds. There may be additional collisions with animals and birds that are not reported. The collisions are distributed throughout the year. Roughly half of all collisions occur from May 1st through September 30th (five months) when traffic volumes are significantly higher; and half from October 1st through April 30th. All the collisions from May 1st through September 30th occur on dry pavement. Forty collisions, or 28% of all collisions, involved pavement that was not dry (wet, snow, slush, ice, other).
Two collisions (both severe) involved a bicyclist. Both occurred in summer during the day time. There were no reported pedestrian collisions.

Motorists pull off the side of the highway at a number of locations to access recreational activities or stop to view scenery or wildlife. There are locations where this is not desirable and other places where this can be accommodated safely. Enhancements could be made to discourage parking or stopping at undesirable locations and encourage parking or stopping where this can be done more safely.

**Freight**

Yakima Canyon is a secondary freight route classified as a T-3 on the Freight and Goods Transportation System. There is an average of 160 to 200 trucks daily on the highway hauling 510,000 to 710,000 tons per year. Trucks account for over 18% of the traffic. Commercial truck combinations are prohibited on Yakima Canyon from May 15th through September 15th. In summer, truck traffic may fall to less than half that at other times of the year. Truck volumes can include recreational vehicles, so even when commercial truck combinations are prohibited, there are recreational vehicles and local truck traffic on the highway. Some truckers prefer Yakima Canyon instead of I 82 because the hills are much shorter and less steep that the alternative I 82 route.

**Highway Plan for safety and efficiency**

**Roadway**

Highway Lanes and Shoulder Width

Road width in the canyon does not comply with WSDOT standards for Rural Collector and only 13% of the canyon highway meet standards for shoulder width. It is recommended to bring the canyon highway up to Rural Collector standards; 12-foot wide lanes and 4-foot wide shoulders.

**Safety**

Slope Stabilization

While rock removal efforts are being made by WSDOT it is recommended to use draped mesh and wire fence on highly unstable slopes to help mitigate rockfall. Draped mesh and wire fence are relatively inexpensive ways to mitigate rockfall. They are also very effective in limiting trajectories of rockfall and keeping these falls off the road and railroad. The idea of the Yakima River Canyon as scenic area should...
also be considered. Mitigation techniques such as rock nets and fencing can be much less visually impacting than other techniques such as shortcrete to line unstable canyon walls.

**Bicycles**
Improvements to SR 821 could include widening the shoulders to a minimum of four feet, adding pavement markings, and removing any surface obstacles that are not compatible with bicycle tires.

**Pulloffs**
As of 2013 there have been 24 pulloff areas identified in the Yakima River Canyon each one of them have specific recommendations for improvements to enhance the byway travelers experience and safety. Of the 24 pulloff areas 9 of them are recommended to be closed. Specific details for pulloff area recommendations can be found in the "Yakima River Canyon Point-by-Point Recommendations" table.

### Demonstration of Compliance

#### Local Laws
All improvements or projects in the Yakima River Canyon Scenic Byway will be compliant with local laws at the time of the project.

#### State Laws
All improvements or projects in the Yakima River Canyon Scenic Byway will be compliant with state laws at the time of the project.
## Yakima River Canyon Scenic Byway

### Yakima River Canyon Point-by-Point Recommendations

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<tr>
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<th>Name</th>
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<th>In 1968 Corridor Management Plan?</th>
<th>Room for Designated Bike/Hike Trail along Shoulder?</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.01</td>
<td>Pulloff area</td>
<td>Pulloff area on east side of SR621 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.</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>2.76 to 2.6</td>
<td>Pulloff area</td>
<td>Safe and large pulloff area on west side of SR621 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.</td>
<td>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.</td>
<td>Yes (pulloff areas in general).</td>
<td>Yes</td>
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### Chapter 8. Highway Services

#### Corridor Management Plan

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<td>Yes (pulloff areas in general).</td>
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### Yakima River Canyon Scenic Byway

#### Mile Marker (from North to South starting at Mile Post 2)

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</thead>
<tbody>
<tr>
<td>21.76</td>
<td>Pulloff area</td>
<td>Pulloff area on the west side of SR821. This is a pulloff area with poor sight distance.</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>21.11 to 19.6</td>
<td>Multiple and Extended Pulloff areas</td>
<td>Pulloff areas on the west side of SR821. Most of these are safe pulloff areas with good dispersed fishing access if they are signed well and clearly defined as such.</td>
<td>These landslide areas provide an excellent opportunity for interpretation of the geology of the Canyon. Some of these pulloffs need to be improved. Several have deteriorating roadways, landslides, and limited visibility. Some are too close to the river. Further study is recommended to determine which pullouts should be closed and which could be improved by signage and interpretive panels.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### Chapter 8. Highway Services

### Corridor Management Plan

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<tr>
<td>22.52</td>
<td>Ephrata Campground</td>
<td>A private fee-based camping and boat launch area with primitive facilities. Seek grant funding to purchase this property and the other 690 acres under the same ownership in the Canyon. Enhancements could include public boat launch, restroom facilities and trail up to the ridge on the east side of SR821 on BLM lands, and improved recreational camping opportunities.</td>
<td>Create a left hand turn lane for northbound traffic. Signage for north and southbound traffic to alert them to the recreation area.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>21.94</td>
<td>Pulloff area</td>
<td>Unsafe pulloff area with minimal sight distance 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.</td>
<td>Though quite steep and rocky, the trail provides an incredible view of Ellensburg and the Stuart Mountains to the North and the Yakima River Canyon to the South. If possible, access to the trail should be maintained and a trail easement should be negotiated with the landowners. Trail improvements could then be undertaken.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>22.2 to 22.3</td>
<td>Housing Development</td>
<td>Development of 26-0 homes on both sides of SR821 on 5 acre lots.</td>
<td>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.</td>
<td>No. The plan envisioned acquisition of fee-title or development rights for the entire visual basin along the Byway.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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**Note:** The image contains two pages of text, each detailing the same content as provided above. The pages are identical in content and do not require further annotation.
<table>
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<tr>
<td>19.47 to 19</td>
<td>Pulloff area</td>
<td>Large pulloff area on the west side of SR821 with good sight distance and emergency call box.</td>
<td>Good locations for interpretive panels, wildlife viewing site, dispersed fishing river access.</td>
<td>None</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>18.54</td>
<td>Pulloff area</td>
<td>Pulloff area on west side of SR821. Poor sight distance.</td>
<td>Closure of this pulloff area is recommended.</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>18.25</td>
<td>Pulloff area</td>
<td>Pulloff area on west side of SR821. Poor sight distance.</td>
<td>Closure of this pulloff area is recommended.</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>17.9 to 17.8</td>
<td>Pulloff area</td>
<td>Pulloff area on west side of SR821.</td>
<td>Good location for interpretive panels, limited river access.</td>
<td>Grading of pulloff area recommended.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>17.44</td>
<td>Pulloff area</td>
<td>Wide pulloff area on west side of SR821 with a river access trail.</td>
<td>Trail access to the river for personal flotation devices and fishing access.</td>
<td>Signage to alert byway travelers to pulloff area from both directions.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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</tr>
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<tbody>
<tr>
<td>16.7</td>
<td>Pulloff area</td>
<td>Very large pulloff area on east side of SR821. WSDOT uses this site as a gravel/material dumping/piling site.</td>
<td>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.</td>
<td>Signage to alert byway travelers to pulloff area from both directions.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>16.3</td>
<td>Umtanum Recreation Area</td>
<td>BLM-owned fee-based recreation area with large parking lot, limited overnight camping facilities, toilet facilities and access across Yakima River via a suspended bridge. BLM ownership on east side of SR821 and extensive hiking trails and hunting access into the Wenas Wildlife Area and Umtanum Creek.</td>
<td>None</td>
<td>Left hand turn lane recommended.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Chapter 8. Highway Services
### Yakima River Canyon Scenic Byway

#### Mile Markers (from North to South starting at Mile Post 2)

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<tbody>
<tr>
<td>14</td>
<td>Pull-off area</td>
<td>Small pull-off area with acceptable sight distance</td>
<td>None</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>15</td>
<td>Pull-off area</td>
<td>Pull-off area on east side of SR182, poor sight distance</td>
<td>None</td>
<td>Closure of this pull-off area is recommended.</td>
<td>No</td>
</tr>
<tr>
<td>14.70 to 14.7</td>
<td>Red's Fly Shop and Canyon River Ranch Lodge</td>
<td>Red's is a fly fishing guide service for over 20 years. Canyon River Ranch Lodge is a private recreation &amp; residence community surrounded by state and federal lands.</td>
<td>None</td>
<td>Left-hand turn lane recommended.</td>
<td>No.</td>
</tr>
<tr>
<td>1.4</td>
<td>Pull-off area</td>
<td>Pull-off area on west side of SR182</td>
<td>Good location for interpretive panel, wildlife viewing and river access.</td>
<td>Signage to alert byway travelers to pull-off area from both directions.</td>
<td>Yes</td>
</tr>
<tr>
<td>1</td>
<td>Pull-off area at Eaton Ranch property</td>
<td>Small pull-off area on west side of SR182. Owned by the largest private landowner in the Canyon. Entrance to Mt. Baldi paragliding site (accessed only by private agreement with Eaton family).</td>
<td>Signage must ensure that private property rights are respected. However, there is room along the shoulder for a bike/hiking trail.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>12.5</td>
<td>Fiery Floods Interpretive Marker &amp; pull-off area</td>
<td>This pull-off area contains a monument to the Fiery Floods and is dedicated to Professor George Beck who was a geologist at Central Washington University.</td>
<td>This interpretive marker should be updated to match design guidelines once the Interpretive Master Plan is completed for the Yakima River Canyon Scenic Byway.</td>
<td>Signage to alert byway travelers to pull-off area from both directions.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### Corridor Management Plan

<table>
<thead>
<tr>
<th>Mile Marker</th>
<th>Name</th>
<th>Description</th>
<th>Recommended Recreation, Interpretation, Trail, and River Access Improvements</th>
<th>In 1968 Corridor Management Plan?</th>
<th>Room for Designated Bike/Hike Trail along Shoulder?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.39</td>
<td>Pull-off area</td>
<td>Pull-off area on west side of SR182</td>
<td>Good location for interpretive panel, wildlife viewing and river access.</td>
<td>Signage to alert byway travelers to pull-off area from both directions.</td>
<td>Yes</td>
</tr>
<tr>
<td>1.3</td>
<td>Pull-off area</td>
<td>Pull-off area on east side of SR182</td>
<td>Closure of this pull-off area is recommended.</td>
<td>No.</td>
<td>No</td>
</tr>
<tr>
<td>1.7</td>
<td>Pull-off area</td>
<td>Pull-off area on east side of SR182</td>
<td>Left-hand turn lane recommended.</td>
<td>No.</td>
<td>No</td>
</tr>
<tr>
<td>1.15</td>
<td>Pull-off area at Eaton Ranch property</td>
<td>Small pull-off area on west side of SR182. Owned by the largest private landowner in the Canyon. Entrance to Mt. Baldi paragliding site (accessed only by private agreement with Eaton family).</td>
<td>Signage must ensure that private property rights are respected. However, there is room along the shoulder for a bike/hiking trail.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>1.125</td>
<td>Fiery Floods Interpretive Marker &amp; pull-off area</td>
<td>This pull-off area contains a monument to the Fiery Floods and is dedicated to Professor George Beck who was a geologist at Central Washington University.</td>
<td>This interpretive marker should be updated to match design guidelines once the Interpretive Master Plan is completed for the Yakima River Canyon Scenic Byway.</td>
<td>Signage to alert byway travelers to pull-off area from both directions.</td>
<td>Yes</td>
</tr>
<tr>
<td>Mile Marker (from North to South starting at Mile Post 2)</td>
<td>Name</td>
<td>Description</td>
<td>Recommended Recreation, Interpretation, Trail, and River Access Improvements</td>
<td>In 1968 Corridor Management Plan?</td>
<td>Room for Designated Bike/Hike Trail along Shoulder?</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-----------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>12.4</td>
<td>Lmuma Creek Recreation Area</td>
<td>BLM-owned fee-based recreation area with large parking lot, emergency call box, overnight camping facilities, toilet facilities and boat launch.</td>
<td>none</td>
<td>Left hand turn lane recommended</td>
<td>Yes</td>
</tr>
<tr>
<td>12.06</td>
<td>Pulloff area</td>
<td>Two small pulloff areas on the west and east side of SR821</td>
<td>none</td>
<td>Signage to alert byway travelers to pulloff areas from both directions.</td>
<td>Yes</td>
</tr>
<tr>
<td>11.33</td>
<td>Pulloff area</td>
<td>Pulloff area on the west side of SR821</td>
<td>Signage to alert byway travelers to pulloff areas from both directions.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>10.5 to 10.3</td>
<td>Pulloff area</td>
<td>Pulloff areas on west side of SR821, Poor sight distance.</td>
<td>Closure of this pulloff area is recommended.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>10</td>
<td>Public Fishing Access Area</td>
<td>WDFW fee-based boat launch and day-use area. No other facilities.</td>
<td>Create interpretive panels for this site. The possibility of a hiking trail on the west side of the highway up to the ridge on BLM property should also be considered.</td>
<td>Left hand turn lane recommended</td>
<td>Yes</td>
</tr>
<tr>
<td>9.7</td>
<td>Big Pines Recreation Area</td>
<td>BLM-owned fee-based recreation area with large parking lot, overnight camping facilities, toilet facilities and boat launch.</td>
<td>none</td>
<td>Left hand turn lane recommended</td>
<td>Yes</td>
</tr>
<tr>
<td>9</td>
<td>Pulloff area</td>
<td>A pulloff area on the west side of SR821.</td>
<td>A good location for wildlife viewing and an interpretive panel. There is no river access from this pulloff area.</td>
<td>Signage to alert byway travelers to pulloff areas from both directions.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Yakima River Canyon Scenic Byway

<table>
<thead>
<tr>
<th>Mile Marker</th>
<th>Name</th>
<th>Description</th>
<th>Recommended Recreation, Interpretation, Trail, and River Access Improvements</th>
<th>In 1968 Corridor Management Plan?</th>
<th>Room for Designated Bike/Hike Trail along Shoulder?</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3</td>
<td>Public Fishing Access Area</td>
<td>MCDFW fee-based boat launch and day-use area. Toilet facilities and nature trail. Private land and houses on the east side of SR821.</td>
<td>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.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>6.98</td>
<td>Roza Viewpoint</td>
<td>Pulloff area with poor sight distance for northbound traffic and a steep dropoff.</td>
<td>This pulloff should be closed 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.</td>
<td>No</td>
<td>No. Steep dropoff and small shoulders</td>
</tr>
<tr>
<td>6.4 to 7</td>
<td>Pulloff areas</td>
<td>Multiple pulloff areas on eastside of SR821, but most have poor sight distance and are not safe.</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

### Corridor Management Plan

<table>
<thead>
<tr>
<th>Mile Marker</th>
<th>Name</th>
<th>Description</th>
<th>Recommended Recreation, Interpretation, Trail, and River Access Improvements</th>
<th>In 1968 Corridor Management Plan?</th>
<th>Room for Designated Bike/Hike Trail along Shoulder?</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.98</td>
<td>Roza Dam</td>
<td>Access road to Roza Dam</td>
<td>Interpretive panel area for history, dam, and salmon</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>6.4</td>
<td>Roza Dam Access Road</td>
<td>Interpretive panel area for salmon history</td>
<td>Left hand turn lane and right hand turn pocket recommended</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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Chapter 8. Highway Services
### Yakima River Canyon Scenic Byway

<table>
<thead>
<tr>
<th>Mile Marker</th>
<th>Name</th>
<th>Description</th>
<th>Recommended Recreation, Interpretation, Trail, and River Access Improvements</th>
<th>Recommended Safety and Traffic Improvements</th>
<th>In 1968 Corridor Management Plan?</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.8 to 2.7</td>
<td>Old Highway and Tunnel</td>
<td>The former road bed is visible here from SR821, elevated slightly from the current roadway. An old tunnel is also visible and frequented by hikers. The old road bed at 2.7m is an excellent site for the welcome interpretive panels and bathroom facilities for the northbound traveler on SR821. There is a great opportunity for a hiking trail up to the tunnel (maintenance and safety issues will need to be addressed) and interpretive information regarding highways and historic uses of this travel corridor.</td>
<td>The old road bed at 2.7m is an excellent site for the welcome interpretive panels and bathroom facilities for the northbound traveler on SR821. There is a great opportunity for a hiking trail up to the tunnel (maintenance and safety issues will need to be addressed) and interpretive information regarding highways and historic uses of this travel corridor.</td>
<td>Closure of the pulloff area on the east side of SR821 at 3.8m and improvements and parking area installation and trailhead at 2.7m.</td>
<td>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.</td>
</tr>
</tbody>
</table>

### Corridor Management Plan

#### Chapter 8. Highway Services

- **Gyrfalcon (Falco rusticolus)** - Deborah Essman

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140 Chapter 8. Highway Services 141
Chapter 9. Partners
Partnership Development

Implementation of most elements in the Corridor Management Plan will require the continued development of partnerships between public agencies and the private sector. Existing partnerships must be nurtured, and new partnership opportunities should be sought. These partnerships can be as simple as joint promotional efforts, or as complex as joint development.

Examples of potential partnership activities that might be pursued include:

- Multi-jurisdictional funding of projects of regional significance
- Public-private development of interpretive facilities
- Joint funding of informational/promotional materials

Partnership Responsibilities

The Partners mutually agree to:

- Develop and serve as an advisory group for updating, planning and implementing the Corridor Management Plan
- Communicate the vision, purpose and goals of the Yakima River Canyon Scenic Byway Initiative to the public through development and dissemination of outreach materials.
- Work together to further the implementation goals and objectives of the Yakima River Canyon Scenic Byway by assisting with the development of proposals, grant applications, and fundraising efforts, as appropriate, for the purpose of updating and implementing the Corridor Management Plan.

Document Support for the Corridor Management Plan

Forterra NW - Document Coordinator
Kittitas Environmental Education Network - Document Coordinator
Washington State Department of Transportation - Financial Support
Kittitas County - Lodging Tax Funds
Chapter 9. Partners

Yakima River Canyon Scenic Byway

Yakima River Canyon Scenic Byway MOU

Partners

Bicycle Alliance of Washington
Bureau of Land Management
Canyon River Ranch Lodge
Central Washington University
City of Ellensburg
City of Selah
Cowiche Canyon Conservancy
Department of Transportation
Eaton Ranch
Forterra Northwest

Kittitas County
Kittitas County Audubon Society
Kittitas County Chamber of Commerce
Kittitas County Conservation District
Kittitas County Field and Stream
Kittitas County Sheriff
Kittitas Environmental Education Network
Mid-Columbia Fisheries Enhancement Group
Red’s Fly Shop
Washington Department of Parks and Recreation
Washington State Department of Fish and Wildlife
Washington Water Trust

Yakima Greenway Foundation
Yakima Valley Visitors and Convention Bureau Convention
Chapter 10. Financial Resources
Financial Resources

Funding the implementation of the Yakima River Canyon Scenic Byway Corridor Management Plan (YRCSB CMP) recommendations will be sought from various granting agencies and private funding.

Potential Funding Sources

- **Federal Highway Administration-Transportation Enhancements.** Provides funding to transportation related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system.
- **Federal Highway Administration-Bicycle and Pedestrian Paths.** Provides funding to projects that make bicycle and walking safer and more viable means of travel.
- **Federal Highway Administration-Recreation Trails.** Provides funding for the creation and maintenance of recreational trails.
- **Environmental Protection Agency-Environmental Education Grant Program.** Provides grants for environmental education projects that enhance the public’s awareness, knowledge and skills to make informed decisions that affect environmental quality.
- **National Endowment for the Arts.** Provides funds for projects that provide art preservation and education.
- **US Department of Agriculture-Natural Resource Conservation Service.** Provides eligible projects land conservation, water management, and community sustainability funds.
- **US Forest Service-Land and Water Conservation Fund.** Offers funds to purchase lands and waters for recreation, scenic landscapes, wildlife habitat, and clean water.
Chapter 11. Resources
Yakima River Canyon Scenic Byway

Canyon Scenic and Recreational Highway Study.” September 1968.

Cherokee Hills Byway Corridor Management Plan.


White Pass Scenic Byway Corridor Management Plan: A guide to enhancing one of the Pacific Northwest’s great recreational travel destinations.


Corridor Management Plan


White Pass Scenic Byway Corridor Management Plan: A guide to enhancing one of the Pacific Northwest’s great recreational travel destinations.


Appendix A: Public Input
General Byway Discussion

What value does the byway bring to our community? (Data scored by number of time mentioned)
- Tourism (2)
- Recreation (2)
- Relaxation – get off of highway (2)
- Habitat/wildlife (2)

What are the barriers that you see for yourself and out-of-town visitors to using this byway on a more frequent basis? (Data scored by number of time mentioned)
- Don’t know it’s there – need way finding signs (2)
- Bikes and cars must share the road (2)
- Access WDFW sites/sites across river (2)
- Animals/rocks on the road (2)

What is the importance of the byway? (Data scored by number of time mentioned)
- Clean water (2)

Educational Signage

How and why is educational signage important? (Listed by order of number of times mentioned)
- Enhances experience (3)
- Educational (3)
- Stewardship (2)

- Instills a sense of place/ownership (2)
- Safety (2)
- Connects people to the environment (2)
- Directives/orients visitors (2)
- Establishes importance of area (2)
- Instills ownership of area (2)
- Reason to get out of vehicle and look around (2)
- Tells the area’s story (2)
- Highlights Canon’s values (2)
- Facts and figures – explains and identifies (2)
- Water – riparian area’s importance in an arid region / water is life / settlement patterns / water quality / ecology

Appendix A: Public Input
### Yakima River Canyon Scenic Byway

- Ecosystem relations (7 votes)
- Shrub-steppe environment (6 votes)
- General history – ancient, human, geologic, cultural, natural, agricultural, river, recent (6 votes)
- Geology (5 votes)
- Mark popular sites, attractions, services, recreation/access – “how to experience the canyon” (4 votes)
- Wildlife and plants (3 votes)
- Fisheries (2 votes)
- Restrictive signage to help visitors protect/respect wildlife (2 votes)
- Preservation (2 votes)
- How to be safe when recreating (1 vote)
- Irrigation (1 vote)
- Signs about seasonal changes in the region (1 vote)
- Interesting facts and figures – facts people don’t know about the canyon (1 vote)
- How to engage artistically (1 vote)
- Highlight uniqueness of ecosystems, habitats, geological futures (1 vote)
- Roza ghost tour (and 1 other) – “history that can’t be seen” (1 vote)
- Columbia. Flood basalt geology (1 vote)

### Corridor Management Plan

#### Number of times mentioned
- General history – ancient, human, geologic, cultural, natural, agricultural, river, recent (9)
- Geology (5)
- Mark popular sites, attractions, services, recreation/access – “how to experience the canyon” (5)
- Wildlife and plants (9)
- Water - riparian area’s importance in an arid region / water is life / settlement patterns / water quality / ecology / ecosystem relations (2)
- Signs about seasonal changes in the region (2)
- Interesting facts and figures – facts people don’t know about the canyon (2)
- Economic relevance (2)
- Agricultural connection (2)

#### Top responses
- General history (15)
- Geology (10)
- Mark popular sites, attractions, services, recreation/access (9)
- Water (9)
- Wildlife and plants (9)
- Shrub-steppe (6)
**What should signage look like?**
- Durable (especially from vandalism and graffiti) (6)
- Attractive / aesthetically pleasing (5)
- Consistent and thematic (3)
- Incorporate multi media – podcasts, hotspots, recordings at sites to use along the way (3)
- Accessible (2)
- Easily cared for/maintained (2)
- Reflect environment/relate to surroundings (2)
- Design – create sign shapes that reflect natural environment or employ animal, plant shapes (2)
- Central/planned theme (2)

**Recruitment**

**How and why is improving recreation important? (Listed by number of times mentioned)**

**Why?**
- More organized activities – make people want to use route even more (2)
- Encourage return visits (2)

**How?**
- Respect reader’s intelligence (2)
- Well-placed (2)
- Kiosks (2)

**Overall better experience (2)**
- Useful, well thought out boat launches (2)
- More/better signage (2)
- Less commercial traffic (2)

**How will improving recreation help the byway experience? (Listed by number of times mentioned)**
- Safer roadway (2)
- Increase tourism and economic benefits (2)

**List of Activities**
- Fishing
- Address access issues with railway, create more crossing points (2)
- Keep people off private lands (2)
- Better access to well-maintained hiking trails (2)
- Less commercial traffic (2)
- More pullouts for slow vehicles (2)
- Reduce garbage/trash concerns (2)
- Separate non-motorized path (2)
- Paved bike trails (2)

**Appendix A: Public Input**
Yakima River Canyon Scenic Byway

Camping  Picnics
Boating  Mountain biking
Hiking/backpacking  Geo caching
Rafting  Cross-country skiing
Bicycling  Scenic driving
Wildlife watching  Wine tasting
Para gliding  Metal detecting
Trail running  Jogging/running
Hunting  Snow shoeing
Bird watching  Lodging
Photography  Artists
Star gazing  Meditation

Corridor Management Plan

Cattle grazing  Picnicking
Competitive events  Food gathering
Target practice  Cliff jumping
Kayaking  
Boating  
Partying  
Outdoor education  
Swimming  
Outdoor recreation vehicles  
Geology education  
Rock collecting  
Horseback riding  

How can (recreation activity) be improved in the canyon? (Results listed by votes)

Fishing
• Safer access to river (5 votes)
• Create access points to cross river (3 votes)
• Improve water quality (1 vote)
• Regulation commercial operations (1 vote)

Appendix A: Public Input
Hiking (mentioned two separate times)
- Create better awareness of trail systems (education; network with clubs, like hiking clubs) (6 votes)
- Clear signage (informational signage highlighting trail difficulty, what hikers will encounter, length of trail, services, water availability, etc.) (3 votes)
- Create a river trail (2 votes)
- Better access just for fisherman, not rafters (2 votes)

Scenic driving (mentioned two separate times)
- Add a bike lane (5 votes)
- Don’t allow freight trucks (4 votes)

Camping
- Increase/ add access to west side of river (3 votes)
- Create designated wildlife viewing sites (2 votes)
- Create group camping sites (2 votes)

Geology Education
- Designate a non-motorized trail (4 votes)

Make better awareness of trail systems (education; network with clubs, like hiking clubs) (6 votes)
Clear signage (informational signage highlighting trail difficulty, what hikers will encounter, length of trail, services, water availability, etc.) (3 votes)
Create a river trail (2 votes)
Better access just for fisherman, not rafters (2 votes)

Add/create safe turnouts (3 votes)
Connect YRCSB to other byway trails for longer rides – create a regional system (3 votes)
Add/create parking areas (1 vote)

Bicycling
- Add bike lanes (5 votes)
- Educate bikers and drivers on how to share the road (2 votes)

Habitat Improvement
Why is habitat improvement in the Canyon important? (Data sorted by number of votes and number of times mentioned)
- Important for health of wildlife and fish / to maintain wildlife populations (6 votes) (mentioned 7x) = 11
- Opportunity to decrease invasive species (3 votes) (mentioned 2x) = 5
- Improve diversity of habitat types for flora/fauna (4 votes)
- The canyon is a scarce resource (3 votes)
- Good for economy/business (mentioned 2x)
- Preserve, protect existing habitat (1 vote)
- Increase fish and wildlife populations to improve fishing and hunting opportunities (1 vote)
- Noxious weed control (1 vote)
- Salmon/fisheries restoration (1 vote)
Yakima River Canyon Scenic Byway

How will habitat improvements add to the byway experience? (Data sorted by number of votes and number of times mentioned)

- ESA (1 vote)
- Allow for healthy wildlife populations, increased viewing opportunities, and other opportunities associated with fish, wildlife, birds, and plant life (4 votes) (mentioned 12x) = 16
- Safety (2 votes) (mentioned 2x) = 4
- Opportunity to educate public about importance of habitat conservation/preservation/restoration (mentioned 4x)
- Opportunities to work with private land owners (3 votes)
- Reduce lethal wildlife/vehicle collisions (mentioned 2x)
- Improve hunting and fishing opportunities (mentioned 2x)
- Preserve aesthetic beauty (mentioned 2x)
- Restore riparian corridor to more natural setting (2 votes)
- Channel migrating paths via wildlife corridors (1 vote)

Where are opportunities for habitat improvement, like restoration and conservation, and why? (refer to blue dot on map; listed by vote)

2. Eaton Ranch opportunities (1 vote)

1. Cultural / natural education for Interpretive Center / Helen McCabe Park

How do we attract visitors to Helen McCabe Park and the Interpretive Center? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

9. Between mp 22 and 21 – At ridge trail located at sharp corner – erosion, fire problems, no facilities (pollution/garbage) (2 votes)

12. MP 11; reduce vehicle traffic – decreasing people means increasing animal population (2 votes)

Where are opportunities for habitat improvement, like restoration and conservation, and why? (refer to red dot on map; listed by vote)

16. MP 18 – reduce dispersed recreation by focusing people onto trails, campsites, other activity zones (6 votes)

2 & 13. Helen McCabe Park – Where Wilson Creek enters the Yakima – water quality issues (3 votes)
Yakima River Canyon Scenic Byway

- Interstate signs (13 votes)
- Make sure the building and grounds are visually appealing (6 votes)
- Make it a One-stop-shop for canyon information (maps, trails, wildlife viewing) (5 votes)
- Offer events/lectures (4 votes)
- Put a center on Yakima side of canyon (3 votes)
- Create brochures and ads (3 votes)
- Offer coffee / food (2 votes)
- Launch a targeted marketing campaign (3 votes)
- Network with cattlemen, recreation, eco associations (2 votes)

Corridor Management Plan

- Have public restrooms (2 votes)
- Comfortable place to stop for bikes and offer handy amenities, like water, air pump (1 vote)
- Work with local schools (1 vote)
- Have an online presence (1 vote)
- Feature permanent and rotating displays (1 vote)

Number of times mentioned

- Create brochures, ads (5)
- Interstate signs (5)
- Coffee / food (4)
- Bathrooms (4)
- One-stop-shop for canyon info (maps, trails, wildlife viewing) (4)
- Local schools (3)
- Online presence (3)
- Events (3)
- Visually appealing (3)
- Signage (3)
- Targeted marketing campaign (3)
- Offer permitting (fishing license, parking permits, ticket information) (2)

Top responses

- Interstate signs (18)
- One-stop-shop for canyon info (maps, trails, wildlife viewing) (9)
- Brochures, ads (8)
- Coffee / food (6)
- Bathrooms (6)
- Events/lectures (6)
- Targeted marketing campaign (6)

Appendix A: Public Input
What kind of activities and communication tools would create a fun visitors experience? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

- Interactive displays (6 votes)
- Hands-on displays/engagement (5 votes)
- Good volunteers/staff to provide information (5 votes)
- Videos and large-scale model of canyon (5 votes)
- Maps (5 votes)
- Plaques/signage (4 votes)
- Podcasts (3 votes)
- Shade for picnics (3 votes)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Votes</th>
<th>Number of Times Mentioned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interactive displays</td>
<td>6</td>
<td>24</td>
</tr>
<tr>
<td>Hands-on displays/engagement</td>
<td>5</td>
<td>16</td>
</tr>
<tr>
<td>Good volunteers/staff to provide information</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Videos and large-scale model of canyon</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>Maps</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Plaques/signage</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Podcasts</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Shade for picnics</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

School activities (3 votes)
Tell the story of canyon (3 votes)
Interpretation of wildlife (2 votes)
Live, indigenous animal programs (2 votes)
Incorporate education (math, science) on surrounding nature (facts, figures) (2 votes)
Host frequent events throughout the year, like concerts (3 votes)
Interactive trails (2 votes)
Examples (plants, rock, animal) (1 vote)
Slideshows (1 vote)
Cultural museum/artifacts/history (1 vote)

Seasonal pertinence (1 vote)
Self guided nature trail (1 vote)
Workshops (1 vote)
Artistic events (1 vote)
Informational point for canyon (trial maps, river rafting) (1 vote)
Rotating info/displays (1 vote)
Highlight Native American history/culture (1 vote)
Demonstration site for recreation in canyon & equipment (fish, hike, kayak) (1 vote)
Trails (1 vote)
Brochures, photos, postcards (1 vote)

Hands-on displays/engagement (4 votes)
Interactive displays (3)
Slideshows (2)
Rotating displays (2)
Wine tasting; displays on wine events (2)
Examples (plants, rock, animal) (2)
Concerts / events (2)
Live, indigenous animal programs (2)
Kid activities / demonstrations (2)
Lecture series (2)
Interpretation of wildlife (2 votes)
Yakima River Canyon Scenic Byway

- Online (itunes, podcasts) (2)
- Native history/culture (2)
- Souvenirs (2)
- Maps (2)

Top responses
- Interactive displays (9 votes)
- Hands-on displays/engagement (9 votes)
- Good volunteers/staff to provide information (5 votes)
- Videos and large-scale model of canyon (5 votes)
- Maps (5 votes)
- Podcasts (5 votes)

What is the final message we want visitors to leave the visitor’s center with? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

- Appreciation (6 votes)
- Realize value of area (5 votes)
- Realize uniqueness of area (4 votes)
- Special, peaceful area to share with wildlife (4 votes)
- Pride of land/ownership/responsibility (3 votes)
- Valuable (not a wasteland) – river, upland (2 votes)

Greater understanding of resources (2 votes)
Scenic values of river/canyon/wildlife (2 votes)
Marathon/local activities (2 votes)
Unique ecology – ‘dry side’ (2 votes)
Diverse natural/cultural area (2 votes)
This is your land/pride (2 votes)
History and respect for the area (1 vote)
“wow” factor (1 vote)
Place of mystery and wonder (1 vote)

Number of times mentioned
- Uniqueness (2)

Corridor Management Plan

- Appreciation (2)
- Return, repeat experience (2)

Top Responses
- Appreciation (8 votes)
- Uniqueness of area (6 votes)
- Realize value of area (5 votes)
- Special, peaceful area to share with wildlife (4 votes)
- Pride of land/ownership/responsibility (3 votes)
What education topics should be featured at the interpretive center and Helen McCabe Park?

- Flora/fauna (14 votes)
- History (cultural/natural, ecological, longitudinal, agriculture, highway/transportation, Native American, settlers, cowboys) (8 votes)
- Geology (5 votes)
- Importance of river – in river, recreation, farmers (5 votes)
- Shrub-steppe (3 votes)
- Fish/Trout/salmon (3 votes)
- Resources of canyon (2 votes)

- Menu of educational opportunities (2 votes)
- Irrigation importance (2 votes)
- Water/river quality (2 votes)
- Uniqueness of area (1 vote)
- Future of the area (1 vote)
- Fragility of ecosystem (1 vote)
- Linkage with wind farm, wine industry, etc. (1 vote)
- Recreation importance/growth/opportunities (1 vote)

Number of times mentioned

- Flora/fauna (7)
- History (cultural/natural, ecological, longitudinal, agriculture, highway/transportation, Native American, settlers, cowboys) (9)

Final Vote

What is the most important recreational improvement in the Yakima River Canyon?

- Bike lane (13 votes)
- More and well-marked hiking trails (7 votes)
- Non-motorized trail access (6 votes)
- More pullouts (5 votes)
- Paved bike trail (3 votes)
- No big trucks allowed (3 votes)

Top responses

- Flora/fauna (21)
- History (cultural/natural, ecological, longitudinal, agriculture, highway/transportation, Native American, settlers, cowboys) (17)
Yakima River Canyon Scenic Byway

- More parking (3 votes)
- Shuttle (2 votes)
- Access across the railroad (2 votes)
- Address garbage problem (2 votes)
- Opportunities to get out of car (1 vote)
- Rock control (1 vote)
- Connecting the Canyon to other byway trails (1 vote)
- Consolidated trail heads (1 vote)

Shuttle (2 votes)
Access across the railroad (2 votes)
Address garbage problem (2 votes)
Opportunities to get out of car (1 vote)
Rock control (1 vote)
Connecting the Canyon to other byway trails (1 vote)
Consolidated trail heads (1 vote)

What is your favorite educational signage topic?

- Shrub steppe ecosystems (7 votes)
- Environment (6)
- Interesting, little known facts (6 votes)
- River / water (6 votes)
- Agriculture/livestock (3 votes)
- Wildlife (3 votes)
- History (3 votes)
- Geology (3 votes)
- Sustainability (3 votes)
- Recreation (3 votes)
- Sense of place (3 votes)
- Columbia flood basalt geology (2 votes)
- Ecosystem relations (1 vote)
- Fisheries (1 vote)

Culture (1 vote)
Geology (1 vote)

What is the most important education topic that should be featured at Helen McCabe Park and Interpretive Center?

- Broad education (12 votes)
- Uniqueness of area (8 votes)
- Wildlife/flora/fauna (6 votes)
- Fragility of ecosystem (5 votes)
- Recreation (3 votes)
- Water/River quality/Source/Destination (3 votes)

General history - human/cultural/Native American/Valley/Canyon/Settlements/Cowboys (3 votes)
Geology (2 votes)
Wildfire danger/fire cycle/cheat grass (1 vote)
Ownership (public vs private) – how to respect the land (1 vote)
Future of area (1 vote)
Menus of educational opportunities (1 vote)
What is the most important habitat improvement area/issue in the Yakima River Canyon?
Limitations on intrusive development (7 votes)
Wildlife - fish, wildlife, birds and plant life (6 votes)

Appendix A: Public Input
Yakima River Canyon Scenic Byway

- Water quality issues where Wilson Creek enters the Yakima River (5 votes)
- More bridges to spread use (5 votes)
- Selah Cliff areas (5 votes)
- Trailheads for hikers (safety, recreation) (4 votes)
- Eaton Ranch opportunities (2 votes)
- Reduce vehicle traffic; less people equals more animals (2 votes)
- Reduce dispersed recreation by focusing people onto trails, campsites, other activity zones (2 votes)
- MP 8 development – private restoration (1 vote)
- Opportunities to assist BLM against human impacts (1 vote)

- Invasive weed removal for DOT (corridor wide) (1 vote)
- Opportunities to mitigate railroad impact on habitat and wildlife (1 vote)
- Tourism (1 vote)

How will signage improve the byway experience? (Listed by number of times mentioned)
- Positively impacts the experience in many ways (informs of place, where to encounter canyon activities, helps visitors reflect on area, creates broader, richer quality experience, gives more complete experience) (6)
- Instills/increases respect for the area (2)
- Educates (2)
- Increases wildlife awareness (2)
- Promotes safety (2)
- Encourages preservation (2)
- Directional designation (2)

Corridor Management Plan

- What are canyon topics of interest we want people to learn about? (The following is organized by 1) votes; 2) number of times mentioned; and 3) Top responses)
  - Votes
    - Water - riparian area’s importance in an arid region / water is life / settlement patterns / water quality / ecology / ecosystem relations (7 votes)
    - Shrub-steppe environment (6 votes)
    - General history – ancient, human, geologic, cultural, natural, agricultural, river, recent (6 votes)
    - Geology (5 votes)

Appendix A: Public Input
Yakima River Canyon Scenic Byway

- Mark popular sites, attractions, services, recreation/access
  - “how to experience the canyon” (4 votes)
  - Wildlife and plants (3 votes)
  - Fisheries (2 votes)
  - Restrictive signage to help visitors protect/respect wildlife (2 votes)
  - Preservation (2 votes)
  - How to be safe when recreating (1 vote)
  - Irrigation (1 vote)
  - Signs about seasonal changes in the region (1 vote)
  - Interesting facts and figures – facts people don’t know about the canyon (1 vote)

- How to engage artistically (1 vote)
- Highlight uniqueness of ecosystems, habitats, geological futures (1 vote)
- Roza ghost tour (and 1 other) – “history that can’t be seen” (1 vote)
- Columbia. Flood basalt geology (1 vote)

Number of times mentioned

- General history – ancient, human, geologic, cultural, natural, agricultural, river, recent (9)
- Geology (5)
- Mark popular sites, attractions, services, recreation/access
- How to be safe when recreating (1 vote)
- Irrigation (1 vote)
- Signs about seasonal changes in the region (1 vote)
- Interesting facts and figures – facts people don’t know about the canyon (1 vote)

Top responses

- General history (15)
- Geology (10)
- Mark popular sites, attractions, services, recreation/access (9)
- Water (9)
- Wildlife and plants (9)
- Shrub-steppe (6)

What should signage look like? (Listed by number of times mentioned)

- Durable (especially from vandalism and graffiti) (6)
Yakima River Canyon Scenic Byway

- Attractive / aesthetically pleasing (5)
- Consistent and thematic (3)
- Incorporate multi media – podcasts, hotspots, recordings at sites to use along the way (3)
- Accessible (2)
- Easily cared for/maintained (2)
- Reflect environment/relate to surroundings (2)
- Design – create sign shapes that reflect natural environment or employ animal, plant shapes (2)
- Central/planned theme (2)
- Respect reader’s intelligence (2)
- Well-placed (2)

Cultural / natural education for Interpretive Center / Helen McCabe Park

How do we attract visitors to Helen McCabe Park and the Interpretive Center? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

Votes
- Interstate signs (13 votes)

Kiosks (2)

- Make sure the building and grounds are visually appealing (6 vote)
- Make it a One-stop-shop for canyon information (maps, trails, wildlife viewing) (5 votes)
- Offer events/lectures (4 votes)
- Put a center on Yakima side of canyon (3 votes)
- Create brochures and ads (3 votes)
- Offer coffee / food (2 votes)
- Launch a targeted marketing campaign (3 votes)
- Network with cattlemen, recreation, eco associations (2 votes)
- Have public restrooms (2 votes)

- Comfortable place to stop for bikes and offer handy amenities, like water, air pump (1 vote)
- Work with local schools (1 vote)
- Have an online presence (1 vote)
- Feature permanent and rotating displays (1 vote)

Number of times mentioned
- Create brochures, ads (5)
- Interstate signs (5)
- Coffee / food (4)
- Bathrooms (4)
- One-stop-shop for canyon info (maps, trails, wildlife
What kind of activities and communication tools would create a fun visitors experience? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

**Top responses**
- Interstate signs (18)
- One-stop-shop for canyon info (maps, trails, wildlife viewing) (9)
- Brochures, ads (8)
- Coffee / food (6)
- Bathrooms (6)
- Events/lectures (6)
- Targeted marketing campaign (6)

**Votes**
- Interactive displays (6 votes)
- Hands-on displays/engagement (5 votes)
- Good volunteers/staff to provide information (5 votes)
- Videos and large-scale model of canyon (5 votes)
- Maps (5 votes)
- Plaques/signage (4 votes)
- Podcasts (3 votes)
- Shade for picnics (3 votes)
- School activities (3 votes)
- Tell the story of canyon (3 votes)
- Interpretation of wildlife (2 votes)
Yakima River Canyon Scenic Byway

- Artistic events (1 vote)
- Informational point for canyon (trial maps, river rafting) (1 vote)
- Rotating info/displays (1 vote)
- Highlight Native American history/culture (1 vote)
- Demonstration site for recreation in canyon & equipment (fish, hike, kayak) (1 vote)
- Trails (1 vote)
- Brochures, photos, postcards (1 vote)

Number of times mentioned
- Hands-on displays/engagement (4)

Interactive displays (3)
- Slideshows (2)
- Rotating displays (2)
- Wine tasting; displays on wine events (2)
- Examples (plants, rock, animal) (2)
- Concerts / events (2)
- Live, indigenous animal programs (2)
- Kid activities / demonstrations (2)
- Lecture series (2)
- Interpretation of wildlife (2 votes)
- Online (itunes, podcasts) (2)
- Native history/culture (2)

Appendix A: Public Input

Corridor Management Plan

- Souvenirs (2)
- Maps (2)

Top responses
- Interactive displays (9 votes)
- Hands-on displays/engagement (9 votes)
- Good volunteers/staff to provide information (5 votes)
- Videos and large-scale model of canyon (5 votes)
- Maps (5 votes)
- Podcasts (5 votes)
- Plaques/signage (4 votes)

What is the final message we want visitors to leave the visitor’s center with? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

Votes
- Appreciation (6 votes)
- Realize value of area (5 votes)
- Realize uniqueness of area (4 votes)
- Special, peaceful area to share with wildlife (4 votes)
- Pride of land/ownership/responsibility (3 votes)
- Valuable (not a wasteland) – river, upland (2 votes)
- Greater understanding of resources (2 votes)
Yakima River Canyon Scenic Byway

- Scenic values of river/canyon/wildlife (2 votes)
- Marathon/local activities (2 votes)
- Unique ecology – 'dry side' (2 votes)
- Diverse natural/cultural area (2 votes)
- This is your land/ownership (2 votes)
- History and respect for the area (1 vote)
- "wow" factor (1 vote)
- Place of mystery and wonder (1 vote)

Number of times mentioned
- Uniqueness (2)
- Appreciation (2)

Top Responses
- Appreciation (8 votes)
- Uniqueness of area (6 votes)
- Realize value of area (5 votes)
- Special, peaceful area to share with wildlife (4 votes)
- Pride of land/ownership/ responsibility (3 votes)

What education topics should be featured at the interpretive center and Helen McCabe Park? (Data is listed in 1) order of votes, 2) number of times mentioned, and 3) top responses)

Votes
- Flora/fauna (14 votes)
- History (cultural/natural, ecological, longitudinal, agriculture, highway/transportation, Native American, settlers, cowboys) (8 votes)
- Geology (5 votes)
- Importance of river – in river, recreation, farmers (5 votes)

Appendix A: Public Input

Corridor Management Plan

- Shrub-steppe (3 votes)
- Fish/Trout/salmon (3 votes)
- Resources of canyon (2 votes)
- Menu of educational opportunities (2 votes)
- Irrigation importance (2 votes)
- Water/river quality (2 votes)
- Uniqueness of area (1 vote)
- Future of the area (1 vote)
- Fragility of ecosystem (1 vote)
- Linkage w/wind farm, wine industry, etc. (1 vote)
- Recreation importance/growth/opportunities (1 vote)
Yakima River Canyon Scenic Byway

Number of times mentioned
- Flora/fauna (7)
- History (cultural/natural, ecological, longitudinal, agriculture, highway/transportation, Native American, settlers, cowboys) (17)
- Geology (11)
- Importance of river – in river, recreation, farmers (7)
- Final Votes

What is the most important recreational improvement in the Yakima River Canyon?
- Bike lane (13 votes)
- More and well-marked hiking trails (7 votes)

Top responses
- Flora/fauna (21)

Corridor Management Plan

What is your favorite educational signage topic?
- Shrub-steppe ecosystems (7 votes)
- Environment (6)
- Interesting, little known facts (6 votes)
- River / water (6 votes)
- Agriculture/livestock (3 votes)
- Wildlife (3 votes)
- History (3 votes)
- Geology (3 votes)
- Sustainability (3 votes)
- Recreation (3 votes)
- Sense of place (3 votes)

Appendix A: Public Input
What is the most important education topic that should be featured at Helen McCabe Park and Interpretive Center?

- Broad education (12 votes)
- Uniqueness of area (8 votes)
- Wildlife/flora/fauna (6 votes)
- Fragility of ecosystem (5 votes)
- Recreation (3 votes)
- Water/river quality/Source/Destination (3 votes)
- General history - human/cultural/Native American/Valley/Canyon/Settlements/Cowboys (3 votes)
- Geology (2 votes)
- Wild fire danger/fire cycle/ cheat grass (1 vote)
- Ownership (public vs private) - how to respect the land (1 vote)
- Future of area (1 vote)
- Menus of educational opportunities (1 vote)

Corridor Management Plan

What is the most important habitat improvement area/issue in the Yakima River Canyon?

- Limitations on intrusive development (7 votes)
- Wildlife - fish, wildlife, birds and plant life (6 votes)
- Water quality issues where Wilson Creek enters the Yakima River (5 votes)
- More bridges to spread use (5 votes)
- Selah Cliff areas (5 votes)
- Trailheads for hikers (safety, recreation) (4 votes)
- Eaton Ranch opportunities (2 votes)
- Reduce vehicle traffic; less people equals more animals (2 votes)
- Reduce dispersed recreation by focusing people onto trails, campsites, other activity zones (2 votes)
- MP 8 development – private restoration (1 vote)
- Opportunities to assist BLM against human impacts (1 vote)
- Invasive weed removal for DOT (corridor wide) (1 vote)
- Opportunities to mitigate railroad impact on habitat and wildlife (1 vote)
- Tourism (1 vote)
Appendix B: Birds
1. Common Loon. Rare visitor, mainly in late fall to still portions of the Yakima River and adjacent ponds in the Yakima Canyon.

2. Horned Grebe. Uncommon to rare migrant, mainly late fall, early winter and again in May to still portions of the Yakima River and adjacent ponds.


4. Eared Grebe. Rare to very uncommon migrant, mainly fall.

5. Western Grebe. Uncommon post-breeding visitor, noted mid-July through October.

CORMORANTS

1. Double-crested Cormorant. Rare post-breeding wanderer, mainly late August through September. Birds which show up in the Yakima River Canyon area likely come from the large breeding population around the

Potholes Reservoir.

HERONS

1. American Bittern. Occasional visitor March through September to stands of reed canarygrass, common reed and cattail.

2. Great Blue Heron. Common visitor, mostly fall through spring. Uncommon in summer perhaps due to disturbance from the large number of human visitors. Birds from the significant rookery to the south in Selah may forage in the canyon. Hard winter freezes also prompt withdrawal from the canyon.

3. Great Egret. Very rare visitor. Recorded May 16, 1986, at the south end of canyon; also recorded late spring in nearby Yakima. An increasing breeding population on Potholes Reservoir (35 pairs in 1991) may gradually increase sightings in the Yakima-Ellensburg region.


5. Black-crowned Night Heron. Rare post-breeding visitor, presumably from Potholes Reservoir colonies. Noted September and October.
Yakima River Canyon Scenic Byway

WATERFOWL

1. Tundra Swan. Uncommon spring migrant, especially early to mid-March. Usually seen and heard flying high over the canyon on their passage north.

2. Canada Goose. Abundant spring migrant, numbers peaking mid-April, when noisy flocks move north by the hundreds daily, especially in the early morning hours. A few pairs remain to breed on quieter waters in the canyon. Occasional in winter, when mild conditions occur.

3. Wood Duck. Uncommon resident, spring through fall particularly in wooded riparian sloughs at north end of the canyon. Limited sloughs and treed backwaters in the canyon generally make this beautiful species of local occurrence here.


5. Mallard. Common spring and fall migrant. Appears in February as conditions permit. Flocks of hundreds arrive annually at Selah and Ellensburg when ice breaks up in late winter. Breeds in the canyon where quiet waters allow and also occasionally at some distance from water in the shrub-steppe. Generally uncommon in winter.


9. Northern Shoveler. Migrant through the canyon, seasonally fairly common both at Ellensburg and in Selah.


Corridor Management Plan

Common in March on large ponds in Ellensburg and Selah, as the species moves north. Less common in late August through September when heading south.


14. Ring-necked Duck. Uncommon spring and fall migrant; stays as long as there is open water in early winter. Usually the most common diving duck on large ponds in the area.

15. Greater Scaup. Rare late fall and early spring migrant. Generally considered a coastal species. There is, however,
increasing evidence the Greater Scaup is common on large inland bodies of water, such as the Columbia River and the Coulee Lakes north of the Yakima Canyon. Thus, any flock of Lesser Scaup, especially those in early spring should be checked for this often difficult-to-identify species.

16. **Lesser Scaup.** Uncommon spring and fall migrant. Rare in winter if open water persists.

17. **Long-tailed Duck.** Very rare late fall visitor to quiet waters, recorded on Thorp “freeway” ponds, October 20, 1990.

18. **Surf Scoter.** Rare visitor to quiet waters, especially larger “freeway” ponds both north and south of canyon.

19. **White-winged Scoter.** Rare visitor to quiet waters, especially larger “freeway” ponds both north and south of the canyon. Recorded October 23-24, 1990.

20. **Common Goldeneye.** Fairly common visitor from November through mid-March. A hardy and conspicuous winter bird, especially when the river becomes ice-choked.

21. **Barrow’s Goldeneye.** Although this striking species is fairly common from March through September on Cascade lakes and ponds, it seems very rare east of the mountains save locally in winter on the Columbia River. There are increasing evidence the Greater Scaup is common on large inland bodies of water, such as the Columbia River and the Coulee Lakes north of the Yakima Canyon. Thus, any flock of Lesser Scaup, especially those in early spring should be checked for this often difficult-to-identify species.

22. **Bufflehead.** Uncommon spring and fall migrant. Rare in winter if open water persists.

23. **Hooded Merganser.** Uncommon to rare fall migrant.

24. **Common Merganser.** Resident, but more common fall through spring. Scarce only during the hardest freezes when the river can mostly freeze over. Breeds in cavities in large trees by the river or in caves high on the basalt cliffs. One female observed entering a small cave May 18, 1989 about 100 meters above the talus slope, presumably its nesting site. Broods commonly observed competing with rafters for river space in late July to early August.

25. **Ruddy Duck.** Uncommon visitor and possible breeder from mid-April through October.

**VULTURES**

1. **Turkey Vulture.** Surprisingly rare. Very occasionally observed in early spring (April) when moving north and again in September when southbound. More common just to the southwest along the eastern foothills of the Cascades where rangeland is typically interspersed with brushy habitats.
OSPREYS, EAGLES AND HAWKS

1. **Osprey.** This magnificent fishing hawk is an uncommon spring and fall migrant in the Yakima Canyon. Often mistaken for Bald Eagles in this area, this species does not actually breed in the canyon. In Ellensburg and near Selah, the Osprey nests on utility poles. The local power company has been sympathetic with Ospreys taking up residence on their structures. In several cases, the utility companies have moved the poles to safer locations—both for the birds and the utility consumer!

2. **Bald Eagle.** From early November through early April, migrants from the north patrol the Yakima River and cliffs. From early January counts by the Yakima Valley Audubon Society have shown a slow, but noticeable gain. From 1978 to 1990, average total counts of bald eagles noted in this count increased from 7-8 to 11-16. This may reflect the concerted fish enhancement efforts ongoing along the Yakima River. Usually, early winter is the period of maximum counts. Numbers diminish by February. Both adults and immatures are noted. There is an increase in numbers in late February through mid-March as birds from the south are migrating north, some through the canyon. Although this species is mostly limited to the Yakima River, many soar and patrol over the surrounding cliffs. Birds in March are often far from water. At this time, they are likely to be attracted to afterbirth from spring calving on the surrounding rangelands.

3. **Northern Harrier.** Common spring and fall migrant over grasslands of the adjacent shrub-steppe. A few pairs breed in these grasslands both west and east of the canyon. Most withdraw from the canyon in winter to adjacent agricultural areas or perhaps southward.

4. **Sharp-shinned Hawk.** Common fall and spring migrant. A few may winter, but generally its chief prey items, small songbirds, are not common in mid-winter in the canyon; thus, this small hawk leaves also.

5. **Cooper’s Hawk.** Uncommon visitor spring through fall. Usually the only accipiter in winter in the canyon proper.

6. **Northern Goshawk.** A rare bird in the canyon. Reported by Monk (1976). To be expected, especially October through early March.

7. **Swainson’s Hawk.** Fairly common visitor mid-April through early August in the higher shrub-steppe bordering the river. Higher and presumably well-watered areas of the Yakima Firing Center have a small breeding population.
as does the lower Wenas Valley and surrounding grasslands. Usually nests in small trees in well-watered copes amidst the lusher, higher shrub-steppe.

8. Red-tailed Hawk. Common from March through October, uncommon to rare in mid-winter, depending on the severity of the winter. The Red-tailed Hawk is the most common large hawk breeding in the Yakima Canyon. Estimates of breeding pairs range from 20-25 in the main canyon and surrounding area. Nests are mainly on cliffs in the canyon, but a few occupy trees. There is a definite space partitioning between the Red-tailed Hawk and Golden Eagle in this area. Red-tail nests are invariably well-spaced from the eagle's eyries. For example, a pair of Golden Eagles nesting on Mt. Baldy very rarely cross the river to the west which is traditionally occupied by a pair of Red-tailed Hawks and vice versa. The eagles range east from their eyrie, the Red-tails west with the river apparently forming a territorial boundary.

9. Ferruginous Hawk. A few pairs breed adjacent to the Yakima Canyon on the Yakima Firing Center, in their favored habitat: large expanses of shrub-steppe. It is a species not attracted to high cliff and talus habitats, but rather extensive open tracts where rodents abound so they are predictably absent from the canyon proper. This magnificent raptor is at the edge of its range here. This area's pronounced summer drought may restrict prey availability. The eastern edge of Washington typically has more summer rain, and rodent activity may be extended, allowing this species to breed more regularly.

10. Rough-legged Hawk. Occasional winter visitor or migrant through the canyon. A common winter visitor in agricultural fields in the Ellensburg area and on the wheatlands to the west of the canyon on the Wenas Road.

11. Golden Eagle. Fairly common resident. Four to five pairs breed in the canyon and surrounding areas. Perhaps the breeding birds remain in their territories year-round.

There is, however a definite influx of migrants in March-early April and again in September-October. Most birds nesting on the east side of the canyon utilize the open shrub-steppe to the east. Particularly attractive to them are the black-tailed and white-tailed jackrabbits on the Yakima Firing Center and adjacent ranches. Perhaps only one pair nesting on Umtanum Creek ranges west to the Cascade foothills.

**FALCONS**

1. American Kestrel. The most common breeding raptor in the area. Conservative estimates indicate 85-100 breeding
pairs use the canyon and its feeder streams and guilches. Their arrival in numbers in April coincides with warming temperatures and presumably greater availability of larger insects and rodents. Rare to absent in winter. Many occupy cavities in large cottonwoods and also nest in cliffs and cavities in the cliffs.

2. Merlin. A rare migrant, occasionally seen dashing along the canyon walls, particularly in fall. To be looked for in agricultural areas where concentrations of blackbirds, starlings or House Sparrows occur.

3. Peregrine Falcon. To be expected in spring and again in fall migrations.

4. Prairie Falcon. Fairly common breeder, utilizing the cliff caves and ledges for nesting. Forages widely over open shrub-steppe and irrigated agricultural areas for rodents and small birds (Horned Larks and Western Meadowlarks may be common prey). Perhaps irregular in its nesting success due to cycles in ground squirrel populations. In 1984, for example, 15 fledged from three nests on one cliff at the south end of the canyon. A year later, only three fledged from one nest. Not usually seen in mid-winter, the first males return to their cliff-side territories in late January and begin active courtship a month later. March and April visitors to the canyon often witness the incredible dives and shrill “kekking” of birds in courtship display. In most years, the young have fledged by mid-June. Thus, the Prairie Falcon times its breeding cycle admirably to the shrub-steppe’s most verdant period. By late June, most birds have departed to higher elevations, becoming fairly common in the alpine meadows of the Cascades by August. Late fall brings a few birds to the canyon’s surrounding shrub-steppe and more birds to the agricultural areas for wintering.

GALLINACEOUS BIRDS

1. Gray Partridge. Common resident near the canyon and open terrain of the Yakima Firing Center.

2. Chukar. Common resident of the steeper terrain, including talus slopes and adjacent steep draws and brush. An elusive species generally, due to hunting pressure, though often found by roadsides gathering grit or heard “ruck-a-ruck-a-rucking” from basalt cliffs. In some years, rainy weather during the breeding period may cause low breeding success.

3. Ring-necked Pheasant. Fairly common resident in brushy areas of the canyon, particularly those adjacent to
4. **Ruffed Grouse.** Sparse resident of extensive riparian areas of the canyon. Perhaps formerly more common.

5. **Sage Grouse.** Uncommon resident of extensive shrub-steppe areas, mainly east of the canyon. The population on the Yakima Firing Center may be somewhat secure with concerted conservation efforts. An estimate made in the spring of 1991 by Yakima Firing Center biologists indicates a population of 150 to 300 individuals—a gradual decline from previous counts. Eleven lekking sites occupied from late February through March are active. However, most activity is on four major leks. An unknown number of Sage Grouse occur west of I-82 and north of Squaw Creek on the private Eaton Ranch. Also, there are persistent but unconfirmed reports of a remnant group of grouse to the west of the Yakima River in the Roza Creek drainage and north of Umtanum Creek. These birds have been seen from Durr Road as late as the mid-1980s.

6. **Wild Turkey.** “Rio Grande” types were released in the canyon in 1987 and may have become established. Certainly, the adjacent Wenatchee population seems to be thriving, though many have spread to other nearby drainage areas, usually where oaks are common.

7. **California Quail.** Common resident of riparian vegetation and brushy shrub-steppe, venturing into grasslands occasionally.

**RAILS**

1. **Virginia Rail.** Fairly common spring through fall resident and breeder in the local areas of marsh vegetation in the canyon. A few remain into early winter if conditions are not too severe.

2. **Sora.** Uncommon spring through fall. Perhaps breeding in the localized areas of marsh vegetation, especially north of the Roza Dam.

3. **American Coot.** Uncommon visitor, spring through fall. Perhaps breeding on quiet waters in the canyon.

**CRANES**

1. **Sandhill Crane.** Uncommon or irregular spring through fall migrant, late March through early May. Usually noted high overhead, most often in early afternoon. Much of the spring migration in south-central Washington is east of the canyon, passing north over the region near the Columbia River where wheatlands provide extensive stubble. Autumn migration is also usually to the east in the environs of the Columbia River or east to the wheatlands of the Palouse area.
Corridor Management Plan

Appendix B: Birds

1. Semipalmated Plover. Rare spring and fall migrant to mudflats and lakeshores.

2. Killdeer. Common spring through fall visitor and breeder. Often associated with irrigated areas. Arrives very early to its breeding areas, the first birds noisily announcing their presence in mid to late February.

3. Greater Yellowlegs. Uncommon in spring (mainly April), more common in fall migration (mid-June through September).

4. Lesser Yellowlegs. A very occasional spring migrant, usually later than the Greater Yellowlegs. Regular in the

5. Solitary Sandpiper. An occasional “fall” migrant. Peak period when this bird of Canada’s muskeg is expected locally is in the third week of August.

6. Spotted Sandpiper. Conspicuous visitor, common from spring through fall along the Yakima River. Likely breeds, as “agitated” behavior is commonly noted during late spring through early summer.

7. Long-billed Curlew. Uncommon but conspicuous visitor and breeder, late March through early July on grasslands of the shrub-steppe west and east of the canyon. The haunting cries of this extraordinary shorebird are a vanishing feature of the shrub-steppe, and conservation measures will be necessary to preserve this species. Vacates the area as the summer drought and heat intensify, leaving for the coastal estuaries where it spends the balance of the year.

8. Western Sandpiper. Uncommon spring visitor, mainly mid-April through early May to muddy and sandy river or pond margins. More common in “fall,” August through September.


11. Pectoral Sandpiper. Rare to uncommon fall migrant. Noted late August through September.


14. Common Snipe. Fairly common spring through fall, rare in winter. Usually associated with wet, irrigated sites or in

Yakima River Canyon Scenic Byway

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the very limited areas of marsh vegetation.

15. Wilson’s Phalarope. Rare visitor, from late April through mid-July.
The third week of August is perhaps the peak of the southbound movement.

GULLS AND TERNS
1. Bonaparte’s Gull. Rare spring and fall visitor.
2. Ring-billed Gull. Common visitor, late March through early September along the river and adjacent agricultural lands. Does not breed locally, but thousands nest nearby on the Potholes Reservoir.
3. California Gull. Common visitor, late April through October along the river. Does not breed locally, but thousands nest nearby on the Potholes Reservoir.
4. Herring Gull. Rare winter visitor.
5. Caspian Tern. Uncommon visitor from August through September. Most likely post-breeding dispersal from the breeding populations on Potholes Reservoir.
7. Forster’s Tern. Occasional visitor, possible from mid-April through mid-September.
8. Wilson’s Phalarope. Rare visitor, from late April through mid-July.
The third week of August is perhaps the peak of the southbound movement.

Doves
1. Rock Pigeon. Mostly resident, spring through fall, nesting in caves and ledges of the cliffs of the canyon. Occasional in winter.

OWLS
1. Barn-Owl. Perhaps an uncommon breeder about the irrigated hay and alfalfa lands in the canyon. Rare to absent in winter.
2. Western Screech-Owl. Fairly common resident of the more extensive riparian tracts, particularly at the north end of the canyon. Status in winter not fully understood.
3. Great Horned Owl. Common resident throughout the canyon. Nests in small caves or ledges on the basalt cliffs of the canyon walls. An early breeder, many fledging on or about the end of May.
4. Burrowing Owl. Local and uncommon, especially to the west of the canyon where expanses of grassland with only a sparse cover of shrubs occur. Present early April through summer, nesting in burrows.
5. Short-eared Owl. Irregular visitor and breeder. This
nomadic species is an opportunist. It can be absent or scarce over its favored grassland habitats when rodent populations are low or when deep snows occur. Or, it can be a conspicuous visitor, even breeding, when microtine populations increase. The canyon proper contains very little habitat; the deeper-soiled (hence lusher grasslands), gentle topography both west and east of the river are more attractive to this species.

6. **Long-eared Owl.** Occasional to rare visitor and possible breeder spring through fall. Occasionally, communal winter roosts are found in dense trees adjacent to rodent-rich open country.

7. **Northern Saw-whet Owl.** Uncommon breeder of the dense riparian habitats, particularly at the canyon’s north end. Numbers augmented with arrival of mountain or northern birds in October. Favorable rodent populations will attract this highly migratory owl to stake out winter territories. Roosts in dense vegetation by day. Begins calling in March to attract a mate. Nests in cavities in cottonwoods, especially those excavated by Northern Flickers.

**GOATSUCKERS**

1. **Common Nighthawk.** Common summer resident. The arrival of this crepuscular aerial forager truly marks the beginning of summer. It is the last of the summer breeders to arrive, usually in the last days of May, and its presence here June through August denotes a period of great insect abundance upon which it depends. On cloudy days or perhaps when demands of growing young are greatest, it may be abroad by mid-day. Its penetrating “peent” call, often from high in the sky is often accompanied by resounding “swooshes” of rushing air as males perform courtship dives. Though nesting data is not available for the canyon, undoubtedly the nighthawk is a common breeder, usually choosing barren or open areas for nesting.

2. **Common Poorwill.** As with the Common Nighthawk, this is another crepuscular insect forager that is here only during the warmer months. Its exact status is not clear, but it can be heard calling from early May through early September. Perhaps assigning its status as “uncommon” in summer merely reflects intensity of calling. The soft mellow “poor-will-up” call is often, but erratically given by this species, particularly on warm nights. The species is perhaps more common at the forest-steppe margin to the...
Yakima River Canyon Scenic Byway
west of the canyon.

SWIFTS
1. Vaux’s Swift. Rare spring migrant, mainly late April, usually seen when spring storms “ground” migrant flocks. Cool, rainy weather forces these birds to fly low for their insect prey. Rare again on their fall migration.
2. White-throated Swift. A common and characteristic spring and early summer visitor to cliffs of the Yakima Canyon. Arrives in late March in some years, conspicuous by April. Its “jee-jee-jee-jee” calls ring from many cliffsides through the warmest months. Much more difficult to detect by August when it has finished nesting and departed or has become less vocal.

HUMMINGBIRDS
1. Black-chinned Hummingbird. Status unclear. Perhaps an occasional summer resident, appearing in mid-May to well-watered brushy areas of the canyon. Neighboring Yakima Valley populations depart from their breeding habitats by mid to late August.
2. Calliope Hummingbird. Very uncommon spring migrant; most appear to slip through quietly. More conspicuous on their southbound flight, especially at feeders. Perhaps most pass southbound along the Cascade-Sierra axis.
3. Rufous Hummingbird. Rare spring visitor, more common in fall. Post-breeding southbound males appear in early to mid-July about feeders in the shrub-steppe. Most probably migrate along the mountain meadows and thus pass through this area unnoticed.

KINGFISHERS
1. Belted Kingfisher. Fairly common resident of the canyon proper and on major feeder streams such as Umtanum Creek. Severe stream icing in winter forces the kingfisher south. This species’ familiar noisy rattle and its habit of perching conspicuously above waters while searching for prey makes it an easily-learned denizen of the canyon. Nests in burrows in unconsolidated sediments or banks at river or stream edges.
2. Downy Woodpecker. Fairly common resident of riparian woodlands.

WOODPECKERS
1. Lewis’ Woodpecker. Fairly common spring and summer breeder to the well-wooded northern portions of the canyon, often nesting in ponderosa pine snags. Also present near the forest-steppe margin to the west on Umtanum Creek.
2. Downy Woodpecker. Fairly common resident of riparian woodlands.

Appendix B: Birds
vegetation. Perhaps more common in winter when birds from higher elevations or from the north invade the canyon. In our area, this cute little woodpecker is often noted foraging on dead mullen (Verbascum thapsus) stalks that stand all winter.

3. Hairy Woodpecker. Irregular winter visitor to pine and riparian woodlands of the canyon. Resides just to the west of the canyon beginning at the forest-steppe margin.

4. White-headed Woodpecker. Rare winter visitor to cottonwoods and ponderosa pines in the canyon. A visitor from the montane forests just a short distance west.

5. Northern Flicker. Common resident of all riparian woodlands, venturing out into the adjacent shrub-steppe to forage. An early breeder, its loud drummings can be heard in March. This species is one of the most important primary cavity excavators in western North America, providing nesting and roosting sites for a wide variety of wildlife.

FLYCATCHERS


2. Western Wood-Pewee. A common and conspicuous species of the riparian edges in the canyon. Usually first arriving in late April, its "pe-urr" is a characteristic call from May through July in the streamside trees and brush.

3. Willow Flycatcher. Uncommon spring transient and breeding species of dense riparian habitats adjacent to marsh vegetation. As such vegetation types are scarce in the canyon, so is this species. The locally ubiquitous Brown-headed Cowbird is well documented as causing serious declines in this species' breeding success, which may further explain its rarity in the canyon. Fall movements are not well known, but apparently most leave in August.

4. Hammond’s Flycatcher. An uncommon spring and fall migrant. Probably the earliest Empidonax to arrive from the south, there are several records from the second week of April, usually from riparian areas. These early arrivals may be waiting in the warmest parts of the canyon for conditions to moderate on their breeding sites upslope from the Yakima Canyon along the eastern slopes of the Cascades.

5. Dusky Flycatcher. Uncommon spring and early fall migrant to riparian and brushy draws in the canyon. Breeds just to the west of the canyon along the forest-steppe margin, particularly where willows and deerbrush...
Yakima River Canyon Scenic Byway

(Ceanothus) form a multi-tiered vegetation stand with some larger trees.

6. Pacific-slope Flycatcher. Uncommon spring and fall migrant and breeder in denser riparian habitats of the canyon and tributaries. Recent study of this species—the “old” Western Flycatcher—indicates this species may be present in our area, not the Cordilleran Flycatcher, as indicated by researchers in recent literature. The latter may be a more inland species.

7. Say’s Phoebe. Along with robins, this flycatcher is the earliest migrant passerine noted in the Yakima Canyon. In some years, individuals may be present by the second week of February. Whether these earliest birds are here to breed or merely moving north is unknown. Uncommon as breeders here.

8. Ash-throated Flycatcher. A southern species, one or two pairs nesting in some years in the area. It is easiest to find just to the west of the Yakima Canyon nesting in boxes set out for bluebirds in habitats presumably wetter and hence brushier than those found in the canyon proper.

9. Western Kingbird. Common roadside species arriving in April and fledging young by early July throughout the area. A bird of open habitats, often utilizing wires for perching and placing its nest on insulators on poles.

10. Eastern Kingbird. Fairly common breeding species of the riparian vegetation along the Yakima River. Arrives in mid-May, fledges young by mid-July, interestingly at the same time as Western Kingbirds fledge, though arriving nearly a month later. A conspicuous and noisy species, often seen hovering over floaters and rafters in the Yakima Canyon.

LARKS

1. Horned Lark. The characteristic passerine of the shrub-steppe in the Yakima Canyon area, but not of cliff or steep slope habitats. This species is a common resident in the area, but moves to agricultural areas both north and south of the Yakima Canyon, particularly wheat stubble fields during the deepest winter snows. As the snows melt, it returns, filling the steppe and gentle slopes with its tinkling calls and song by February. Nesting is commenced early, and several broods may be raised. Nesting takes place at the base of shrub-steppe vegetation and is amazingly well-hidden. It is inconspicuous during the hot summer months when the steppe bakes, becoming more vocal again in the fall, perhaps with an influx of birds from the north.
1. **Tree Swallow.** Uncommon breeder in the north end of the canyon where riparian woodlands reach their greatest density, providing numerous snags for nesting. Generally, the Tree Swallow favors wetter vegetation types such as montane or riparian meadows, so it is far more common just to the west in the Cascades. Otherwise, this beautiful swallow is mainly a fall visitor, sometimes in large numbers as it moves south. Birds in drab immature plumage predominate then.

2. **Violet-green Swallow.** In the Yakima Canyon, the dainty Violet-green Swallow is one of the earliest harbingers of spring. In some winters, warm southerly winds may bring "advance guards" (possibly males) by the third week of February. The species becomes steadily more conspicuous through April. Initially, the swallow is noted only at river level, where presumably insect concentrations are greatest. As the weather warms, it moves upslope, by May occupying all the rugged terrain in the canyon. Nests commonly on the canyon walls, often in proximity to White-throated Swifts. An early departer, most have left the canyon by mid-August.

3. **Northern Rough-winged Swallow.** Early to mid-April brings this drab and common denizen of riparian banks.

4. **Barn Swallow.** A familiar and common companion of man-made structures throughout the area. In the canyon, most often associated with irrigated pastures and ranch outbuildings or near bridges. Arrives in April, departs in September, often raising two broods.

5. **Cliff Swallow.** Abundant breeding species all along the cliffs of the Yakima Canyon. Arrives in early April, fledge young by early July. Most depart south soon thereafter. Colonies are scattered throughout the length of the canyon where the river is edged by cliffs, and are conspicuous to floats and rafters. The breeding population of this species in the canyon probably numbers in the thousands.

6. **Bank Swallow.** Uncommon and local inhabitant of stream and riverside banks, often in large colonies. Usually present from the third week of April through August. Most such colonies are either at the south end of the canyon or to the north. The species is, however, fairly common in the canyon.
CORVIDS

1. Steller’s Jay. Rare fall and perhaps occasional winter visitor to brushy and riparian vegetation from the coniferous forests just to the west in the Cascade Mountains.

2. Clark’s Nutcracker. Irregular fall and winter visitor to ponderosa pines in the canyon. This raucous species may visit the pines in the canyon only when pine seed crops fail in the adjacent Cascades.

3. Black-billed Magpie. Common and conspicuous resident throughout the canyon. Indeed, one of the canyon’s characteristic species. Usually associated with brushy habitats or the edges of agricultural areas. Constructs a large, ball-shaped nest, often used by various raptor species, especially owls, the following year as nesting platforms. On winter afternoons, flights of magpies enroute to their roosts often number in the hundreds and reveal just how common this bird is.

4. American Crow. Uncommon visitor, especially in fall migration. Common spring through fall, less so in winter both north and south of the canyon in agricultural areas and urban areas of Ellensburg, Selah and Yakima.

5. Common Raven. A characteristic and common resident of the Yakima Canyon. Nests on cliffs and in trees, uses man-made structures such as utility poles or under bridges. Ranges widely over adjacent shrub-steppe. Its dawn patrols of highways for roadkills make this a conspicuous species. A major predator of Sage Grouse nests and young in the area.

CHICKADEES AND BUSHTITS

1. Black-capped Chickadee. Common resident of riparian and dense brushy habitats. A conspicuous species during the harshest winter weather. During the short, gray days of winter, Black-capped Chickadees, Golden-crowned Kinglets and juncos form mixed species flocks in riparian habitats. Early in spring, the “fee-bee” of males is a characteristic song of the leafless woodlands. Commonly nests in holes of cottonwoods in this area.

2. Mountain Chickadee. Irregular winter visitor to pines and riparian areas in the Yakima Canyon. Some years witness definite “invasions” to the lowlands from the Cascade Mountains. Usually associates with kinglets, Red-breasted Nuthatches or Black-capped Chickadees.


4. Bushtit. A recent arrival. One bird seen leaving a nest at
the mouth of Umtanum Canyon on April 4, 1992. Three other birds noted in the vicinity. These may represent a recent range expansion of this species from either a small population along Satus Creek or from west-of-the-Cascades birds coming over Snoqualmie Pass.

NUTHATCHES AND CREEPERS

1. Red-breasted Nuthatch. An irregular visitor, especially from July through late fall, occasionally through winter. Usually noted from stands of ponderosa pine though sometimes associates with Black-capped Chickadees and Golden-crowned Kinglets in loose winter flocks.

2. White-breasted Nuthatch. Irregular fall and winter visitor to pines and riparian woodlands of the canyon.

3. Brown Creeper. Very uncommon spring and fall visitor to tall cottonwoods and other trees.

WRENS

1. Rock Wren. Common summer resident, occupying talus and steep rocky slopes. Begins arriving in March and becomes steadily more conspicuous due to its incessant calling through the spring. Due to its coloration and pattern, it generally is difficult to see among the basalt talus and rocky slopes. It is only by learning this species’ calls and song that a better appreciation of its abundance is gained. By July, it becomes quieter and thus less conspicuous. The Rock Wren may winter very rarely, particularly if mild conditions prevail.

2. Canyon Wren. Uncommon resident of cliffs throughout the canyon. Usually associated with cliffs near water but perhaps dependent more on shady clefts and crannies where moister micro-habitats exist. The beautiful song of this species rings from the canyon walls beginning in late February in some years. When not singing, its presence is noted by a penetrating “zeet-zeet” call. Winter snows and ice seem to be no problem for the Canyon Wren, but periods of prolonged Arctic cold may cause high mortality, and a number of years may elapse before numbers rebuild.

3. House Wren. Common summer visitor, arriving in April and departing by early September, occasionally later. A cavity- nesting species, many have occupied boxes set out for bluebirds in the adjacent Wenas area.

4. Winter Wren. Uncommon spring and fall migrant, rare in winter. From mid-March through early April, and again in September and October, dense tangles of brush are likely to harbor this scolding mite. It is easily detected by its persistent staccato “kip-kip-kip” calls. The Winter Wren
moves upslope or north to breed in montane or subalpine zones.

5. Marsh Wren. Uncommon summer resident of marsh vegetation. This is a scarce habitat in the Yakima Canyon, which accounts for this species general absence. It is far more common in such habitats both north and south of the canyon.

DIPPERS
1. American Dipper. Uncommon winter visitor, perhaps regular in only the harshest of conditions, when Arctic cold snaps freeze much open water at higher elevations.

Breeds just north of the Yakima Canyon in the Ellensburg area.

KINGLETS AND THRUSHES
1. Golden-crowned Kinglet. Common spring (March–April) and fall (mid-September through October) migrant, less common winter visitor to riparian communities. A remarkable “birdlet.” Encountering a mixed winter flock of kinglets and chickadees on cold winter days raises questions as to how these tiny insectivores brave such conditions. Bark gleaning for dormant insects and their larvae may be the answer.

2. Ruby-crowned Kinglet. Common spring migrant. Present from early March through mid-May. Migrating males often sing their extraordinary song in this area. Fall migrant also, though usually less common. Very rare in winter north of Union Gap in this area.

3. Western Bluebird. Common breeding species of the forest-steppe margin just west of the Yakima Canyon. In the canyon proper, occasional small flocks are noted in the first part of March on migration. The bluebird box program along the Wenas Road sponsored by the Yakima Valley Audubon Society has resulted in 400–500 fledged Western Bluebirds annually just west of the Yakima Canyon. This species is most common where open ponderosa pine is bordered by large openings.

4. Mountain Bluebird. Common breeding species, present from late February through summer on high, barren–appearing agricultural terrain. The bluebird box projects of the Yakima Valley Audubon Society on the high shrub-steppe and adjacent wheatlands just to the west of the Yakima Canyon have been fledging 300–500 Mountain Bluebirds annually.

5. Townsend’s Solitaire. Fairly common, though irregular visitor, fall through spring to brushy, berry-producing habitats of the canyon area. Most easily found by its
suitable habitat, for example, in the Wenas area. Fall migration is somewhat a mystery. They seem to slip south quietly.

6. Veery. Occasional late spring through summer visitor. May breed in the moistest canyon thickets, but much more common just west of this area.

7. Swainson’s Thrush. Fairly common spring migrant (mid-May to early June) in riparian habitats in the canyon. Some extensive riparian habitats may harbor a small breeding population, particularly at the canyon’s north end. A common breeding species, just to the west in suitable habitat, for example, in the Wenas area. Fall movement is much less conspicuous.

8. Hermit Thrush. The Hermit Thrush is a common spring and fall migrant to dense thickets in the canyon. It is, in contrast to the Swainson’s Thrush, a hardy species, arriving a full two months earlier.

9. American Robin. Primarily a spring and fall migrant, though a small breeding population occurs about the few farm homes and adjacent agricultural fields. Spring migrants are conspicuous by the end of February with the bulk of the movement over by mid-March. The fall movement is much less conspicuous.

10. Varied Thrush. Known as the Northwest’s “mountain robin.” Appears in the fall, usually in October about any berry-producing food source, particularly where there is adequate cover. It can be fairly common, but is usually inconspicuous. The Varied Thrush has a distinctive, if haunting call, a symbol of the Northwest’s cool forests. Feeble calling occurs even on cold winter days, particularly at dawn and dusk. Most merely pass through the canyon area, but a few remain for the winter in mild years. It is much less noticeable in spring.
Yakima River Canyon Scenic Byway

its arrival in early to mid-April. This species becomes very inconspicuous after breeding, having either become difficult to detect due to cessation of singing or having slipped south to its wintering grounds in the American southwest.

**PIPITS**

1. **American Pipit.** The Water Pipit has a remarkably compressed spring migration in this area. It seems to be between April 15-25 every year. For this short period, they are conspicuous as they fly north, often high overhead, uttering their “sip-it” calls. A few days later, they have disappeared as there is little suitable habitat in the canyon proper to tempt them to linger. In the Yakima Valley to the south and in the Kittitas Valley to the north, they often “put-down” in wet agricultural fields for a short refueling stint. Then they are gone to their northern or alpine breeding haunts until late September, when they again appear briefly.

**WAXWINGS**

1. **Bohemian Waxwing.** Ellensburg and the eastern slopes of the Cascades in this part of Washington seem to be the usual southern limit for roving winter flocks of this sleek beauty. In some winters, a few flocks will move south through the canyon to abundant berry and fruit sources in the Yakima area during December and January.

2. **Cedar Waxwing.** Common summer bird, arriving usually after mid-May. Many are probably moving north, but a few may stay to nest in suitable berry-rich draws and riparian habitats. Most depart south by September, but a few winter irregularly in Ellensburg and Yakima.

**SHRIKES**

1. **Northern Shrike.** Late October brings this visitor from the boreal woodlands of Canada and Alaska. Through the winter, it takes up territories with high perches to search for prey, much like a bird of prey. Indeed, this hook-billed passerine is a predator, capturing rodents and small birds. Utility wires are favored lookouts. By late March, most have departed to their northern haunts.

2. **Loggerhead Shrike.** The Loggerhead Shrike replaces the Northern Shrike as the Yakima Canyon area’s breeding shrike. April through late August finds this darker-backed species inhabiting shrub-steppe areas. Preferred habitat locally seems to be one that includes an abundance of breeding “desert” sparrows. This species typically perches low on shrubs, but does use utility wires.
WARBLING VIREO. Common migrant, spring and fall. Some breed in the denser tracts of riparian woodland.

WARBLERS

1. Orange-crowned Warbler. Common spring and fall migrant. Arrives by mid-April. The fall influx is by late August with lingerers noted through late September. Some breed in the limited suitable breeding habitat: dense areas of brush, often on the fringe of riparian areas.

2. Nashville Warbler. Common spring and fall migrant. Arrives by mid-April, fall influx by late August. The species is generally absent from the area in mid-winter, its usual northern range being mature pear and apple orchards south of Yakima.

3. Yellow Warbler. Common migrant and breeding species in riparian habitats throughout the Yakima Canyon. Arriving in late April to early May, the sweet song of this species is a characteristic part of the riparian chorus in the area. It is hoped this species can successfully withstand the increasing pressure from cowbirds who now commonly parasitize this species’ nests.

4. Yellow-rumped Warbler. The first warbler noted in spring in the Yakima Canyon. Loud “chip” notes betray its presence in treed areas by early to mid-April each year. Remaining conspicuous and common through April until either moving north or upslope to its montane breeding habitats. Common again in fall. Most individuals are of the “Audubon’s” type. A few fall, early winter and spring birds will be of the “Myrtle” type, distinguishable by a slightly more metallic “chip” note and plumage differences. The species is generally absent from the area in mid-winter, its usual northern range being mature pear and apple orchards south of Yakima.

5. Townsend’s Warbler. The typical breeding warbler of moister regimes. The dense Ceanothus and willow thickets along the east slopes of the Cascades provide abundant breeding habitat.
Cool and moist Northwest forests. In late April through early May, however, it is fairly common as a migrant through the Yakima Canyon. Usually stays high in the trees. Fall migration of the Townsend’s Warbler is later than many of the other warblers in this area. Good numbers will still be moving through in late September, two to three weeks later than most other warblers in the canyon.

6. MacGillivray’s Warbler. Fairly common spring migrant, usually detected by its clocklike “tick.” May breed in the moistest and densest of riparian brushlands, though more regular in such habitats just west of the Yakima Canyon along the east slopes of the Cascades.

7. Common Yellowthroat. Uncommon breeding species and spring and fall migrant in the few limited tracts of cattails present in the Yakima Canyon. Absent in winter.

8. Wilson’s Warbler. This bright little gem is the most conspicuous spring migrant of the warbler clan in the Yakima Canyon area. It appears in late April and is common through the first half of May in all riparian and shrub communities. Males give their “chet-chet-chet” song frequently at this time. Much less common in the lowlands in fall when there are more abundant foraging possibilities along the lush subalpine willow and mountain ash thickets.

9. Yellow-breasted Chat. A very localized and uncommon summer resident of dense riparian habitats of the canyon. Most easily located by its varied and loud calls and song, given even at night.

TANAGERS

1. Western Tanager. Common spring migrant through treed habitats in the canyon area, appearing late April and continuing through early May. Its breeding haunts are close at hand, in the montane forests along the east slopes of the Cascades. Fall migration in August and September finds this species less common in the lowlands. Perhaps many move south at higher altitudes.

GROSBEAKS AND BUNTINGS

1. Black-headed Grosbeak. Common summer resident in tall riparian communities throughout the canyon, arriving in May and fledging young by mid-July. Throughout June, the males sing an un hurried and very melodious robin-like song persistently from the tall cottonwoods. They depart for southern climes by late August and thus, along with the Bullock’s Oriole and Gray Catbird, are one of the true summer birds.
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Yakima River Canyon Scenic Byway

2. Lazuli Bunting. The first week of May brings males in advance of their mates to their breeding habitats in the canyon. Common in spring and summer in shrub communities with serviceberry, squaw currant and elderberry, often those draping the base of talus slopes. The male Lazuli Bunting is one of the most persistent of canyon singers, singing through the hottest parts of the day on occasion. This species departs south by mid-August.

TOWHEES AND SPARROWS

1. Spotted Towhee. This “ground scratcher” is characteristic of shrub and dense riparian thickets, often at some distance from water. Arriving early in the spring, males are singing on territory by mid-March. Most depart southward in fall, though a few remain to forage in the densest underbrush where snow seldom falls, and a supply of seeds is available on bare ground.

2. American Tree Sparrow. Rare winter visitor to brushy shrub-steppe or agricultural areas.

3. Chipping Sparrow. Uncommon species spring through fall in the Yakima Canyon area. The Chipping Sparrow is very common during this period just west in the forested habitats along the east slopes of the Cascades. Birds seen

Appendix B: Birds
Vesper Sparrow habitat. All during April and May and into June, males sing their energetic song, which resembles that of the Song Sparrow. It arrives from its wintering grounds in the interior southwest by late March and departs by the end of August.

6. **Lark Sparrow.** Fairly common summer resident to brushy rangeland. Usually found in our area near stockyards.

7. **Sagebrush Sparrow.** The Sagebrush Sparrow is somewhat of an enigma. While certain tracts of sagebrush attract this sage-obligate sparrow, the species is completely absent from other areas that would appear to contain suitable habitat. Look for this uncommon species adjacent to the Yakima Canyon wherever extensive shrub-steppe habitat occurs, particularly if sagebrush is abundant. If the necessary habitat is present, this bird will be on territory from mid-March through late June. Males habitually sing their pleasing, if somewhat scratchy songs from the tops of tall sagebrush. Prior to migration in late summer, flocks of “desert” sparrows (Brewer’s, Vesper, Lark and Sage) containing many drab appearing juvenile and immature birds can be seen roving the shrub-steppe prior to moving south.

8. **Savannah Sparrow.** Common summer resident (March through September) in extensive areas of grassland, irrigated or native. As there is a rarity of pure grasslands in the canyon area, most birds breeding locally are attracted to irrigated pastures, particularly alfalfa. More conspicuous in fall migration when northern birds are pouring south.

9. **Fox Sparrow.** The large and rusty-tailed Fox Sparrow is an occasional spring and fall migrant to this area. It is attracted to areas of dense brush. Thus, riparian zones are favored habitats. A small breeding population inhabits the Ceanothus on north slopes just west of the Yakima Canyon in the Wenas area. Otherwise, the main breeding areas are in subalpine forest openings where the trees have “skirts.” Such habitats are common along the Cascade Crest and northward in Canada.

10. **Song Sparrow.** Very common and characteristic denizen of riparian habitats. This sparrow’s “chimp” is a familiar call-note wherever dense riparian brush occurs. Although mostly a resident species, there is some withdrawal from this area during winter.

11. **Lincoln’s Sparrow.** Uncommon skulker, noted here mostly in April and again on its fall migration in September. The species breeds locally in damp, montane meadow edges along the east slopes of the Cascades and much more widely in Canada.
12. Golden-crowned Sparrow. Common spring migrant, especially in late April and early May. Peak numbers fill the brushy habitats of the Yakima Canyon after the main movement of White-crowned Sparrows. This species breeds exclusively in maritime and very snowy krumholz habitats of the Coast Mountains in British Columbia and Alaska, so late snow-melt there prevents the Golden-crowned Sparrow from occupying its breeding haunts early, as many sparrows do. Hence, this is the last of the north-bound sparrows passing through the canyon in spring. Rare in fall and early winter here, as the bulk of the population moves to moister, snow-free habitats west of the Cascades.

13. White-crowned Sparrow. Abundant migrant throughout April and less so in September and October in the Yakima Canyon. At times in mid-April, it seems every bush and fencerow is filled with the delightful song of western North America’s most abundant “Zonotrichia.” Most are heading to the subarctic willow thickets of Alaska and Canada. It is uncommon in mild winters and mostly absent in harsher ones in the canyon.

14. Harris’ Sparrow. Rare winter visitor, usually to areas frequented by White-crowned Sparrows.

15. Dark-eyed Junco. Abundant migrant, both spring and fall and a common winter visitor, especially in low-snow winters in the canyon. Beginning about mid-September, juncos from the Cascades and north fill the brushy and riparian habitats in the canyon. Many are merely passing through to more southerly areas, but some remain for the winter. Interestingly, the main passage of this species, often the most common breeding passerine of montane forests in western North America, is accompanied by the peak movement of Sharp-shinned Hawks.

BLACKBIRDS AND ORIOLES

1. Red-winged Blackbird. The first warm spells of late winter bring male Red-winged Blackbirds to their territories all along the Yakima River. The males announce their arrival with their braying songs. The females arrive several weeks later. They breed abundantly in every patch of river-side willows. This species is one of the most conspicuous and abundant birds of the riparian habitats until it departs south at summer’s end.

2. Western Meadowlark. Perhaps the most common breeding species of the shrub-steppe habitats. From early March through late spring, the melodious flute-like notes of this pretty bird ring from every stretch of suitable grassland and patch of shrubs adjacent to grasslands.
Early in the breeding cycle, males actively perform display flights uttering various clucking notes; territorial encounters are frequent. The species becomes much quieter by early summer, but there is a renewal of singing activity in early fall. This species vacates its breeding grounds during winter. Most migrate south, though a few linger around sources of abundant grain such as feedlots.

3. **Yellow-headed Blackbird.** Uncommon from mid-April to September in the limited cattail habitat, mostly at the south end of the canyon near the Roza Dam backwaters.

4. **Brewer’s Blackbird.** Abundant farm and roadside species, arriving in early to mid-April to breed. Begins flocking in August and seeks agricultural fields, departing by mid-September. Breeds in seemingly every roadside patch of brush, often noted on the roadsides.

5. **Brown-headed Cowbird.** Common summer resident. Most conspicuous late April through June when patrolling every patch of riparian vegetation, particularly those adjacent to open areas, for likely host nests for raising its young. Probable favored host species in the Yakima Canyon are Western Wood-Pewee, Warbling Vireo, Yellow Warbler, Yellow-breasted Chat, Lazuli Bunting, Rufous-sided Towhee, Red-winged Blackbird and American Goldfinch.

6. **Bullock’s Oriole.** Common in riparian vegetation from early May through mid-August. Though strikingly colored, it can be inconspicuous in its typical breeding habitat—the tall cottonwoods. However, it is a vocal bird and once recognized, its various fluty calls will betray its presence. The hanging, gourd-shaped nests are inconspicuous during the breeding season, but when autumn leaves fall, the nests become very noticeable.

**FINCHES**

1. **Gray-crowned Finch.** Uncommon winter visitor to the canyon from the adjacent alpine portions of the Cascade Mountains. Its wintering habitat requirements seem to be met locally, but this does not increase winter visits. While abundant cliffs and Cliff Swallow colonies provide holes for winter roosting in conjunction with extensive weedy areas for foraging, no appreciable numbers winter here. Instead, most winter observations come from areas farther east or adjacent to wheat country in eastern Washington. Cliffs near wheat country, particularly where grain trucks or trains frequently pass, are where the Rosy Finches seem to take up winter residence.

2. **Pine Grosbeak.** Irregular visitor, mainly mid-November through January. Usually detected by its call notes...
5. **House Finch.** Common resident of all weedy and agricultural areas of the canyon, particularly close to human habitation. This finch is an early breeder, with many on nests by mid-April. Multiple broods seem common. Fall finds this species forming flocks for the winter. In that season, they travel in search of abundant food sources, which can be far out in barren-appearing shrub-steppe habitats.

6. **Red Crossbill.** Irregular visitor, most often spring and late fall. Usually noted overhead giving its “jip-jip-jip” call while presumably searching for areas where abundant conifer seeds are present. Most often noted October-overhead.

7. **White-winged Crossbill.** Recorded only once or twice during the most massive of its irregular outbreaks from the north. Recorded early winter.

8. **Common Redpoll.** Irregular visitor from November through February in streamside alder and birch trees. Absent most years; this is a truly unpredictable winter finch. Most often noted overhead where its distinctive "chet-chet-chet" flight call is often given.

9. **Pine Siskin.** Somewhat irregular, but usually common as a spring migrant, appearing again in fall and early winter. Breeds just to the west of the Yakima Canyon along the eastern slopes of the Cascades.

10. **American Goldfinch.** Common visitor, arriving late in spring and attracted to weedy areas. Breeding may not commence in earnest until June in this area. This species thus times its raising of young to coincide with a bountiful supply of seeds from brushy and weedy habitats. Most depart by mid-winter, however, from the canyon area.

11. **Evening Grosbeak.** Irregular presence east of the Cascades here. It is perhaps most dependable during November. Irregularly common as a breeder just west in the ponderosa pine belt of the Cascades.
spring migration in April or May. Many pass high overhead, their ringing "cleer" calls giving away their identity. Ponderosa pine and Douglas fir forests just west of the Yakima Canyon can occasionally harbor this species in high numbers, particularly during outbreaks of spruce bud-worm.

WEAVER FINCHES

1. **House Sparrow.** Common resident about farm outbuildings in the Yakima Canyon. As this is a rare "habitat" type locally, this sparrow is not abundant here. To the north and south, outside the canyon, this little pest...
### Yakima River Canyon Scenic Byway

**Aceraceae**
- **Acer glabrum**
  - Douglas maple
- **Acer negundo** *
  - Box elder

**Amaranthaceae**
- **Amaranthus retroflexus**
  - Red-root pigweed

**Anacardiaceae**
- **Rhus glabra**
  - Sumac
- **Rhus radicans**
  - Poison ivy
- **Toxicodendron rydbergii**
  - Western poison ivy

* introduced species

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### Appendix C: Plants

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**Corridor Management Plan**

- Western mugwort
- Stiff sagebrush
- Big sagebrush
- Threetip sagebrush
- Aster
- Carey's balsamroot
- Hooker's balsamroot
- Mojave brickellbush
- Diffuse knapweed
- Spotted knapweed
- Russian knapweed
- Dusty maidens

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* Introduced species
Yakima River Canyon Scenic Byway

Chrysothamnus nauseosus
Gray rabbit-brush

Chrysothamnus viscidiflorus
Green rabbit-brush

Chicory

Cirsium arvense*
Canada thistle

Crepis acuminata
Tapertip hawksbeard

Crepis atrarbarba
Slender hawksbeard

Crepis mcdonaldii
Low hawksbeard

Crocodium multicaule
Goldstar

Dieteria canescens
Hoary Aster

Ericameria nauseosa
Gray rabbitbrush

Ericameria resinoso
Columbian Goldenbrush

Erigeron basalticus
Basalt daisy

Erigeron filifolius
Threadleafbane

Erigeron lineare
Desert yellow daisy

Erigeron polioispermus
Purple cushion fleabane

Erigeron pumilus
Shaggy fleabane

Eriophyllum lanatum
Oregon sunshine

Grindelia nana
Low gumweed

Haplopappus resinosus
Columbia goldenweed

Haplopappus stenophylius
Narrow-leaf goldenweed

Helianthus cusickii
Cusick’s Sunflower

Lactuca serriola*
Prickly lettuce

Microseris troximoides
Wavyleaf microseris

Nestotus stenophyllus
Narrowleaf goldenweed

Nothocalais troximoides
Weevil prairie-dandelion

Onopordum acanthium
Scotch thistle

Senecio integerrimus
Western groundsel

Senecio serra
Tall butterweed

Solidago canadensis
Meadow goldenrod

Solidago missouriensis
Missouri goldenrod

Solidago occidentalis
Western goldenrod

Stephanomeria tenuifolia
Bush wirelettuce

Taraxacum officinale*
Dandelion

Tragopogon dubius*
Oysterplant

Wyethia amplexicaulis
Northern mule’s ears

* introduced species

Appendix C: Plants

Corridor Management Plan

Berberis aquifolium
Tall Oregongrape

Betula occidentalis
Sitka alder

Betula alleghaniensis
Water birch

Appendix C: Plants
Boraginaceae

- Amsonia lycopsoides
- Amsonia retrorsa
- Asperugo procumbens *
- Cryptantha sp.
- Cymoglossum officinale
- Hackelia arida
- Lithospermum ruderale
- Mertensia longiflora
- Mertensia oblongifolia
- Myosotis laxa
- Pectocarya penicillata

* Introduced species

Brassicaceae

- Alyssum alyssoides
- Arabis cusickii
- Arabis holboellii
- Arabis sparsiflora
- Capsella bursa-pastoris
- Cardaria draba *
- Chorispora tenella *
- Descurainia incana
- Descurainia pinnata
- Descurainia sophia *
- Draba verna

* Introduced species

Boraginaceae

- Amsinckia lycopsoides
- Amsinckia retrorsa
- Asperugo procumbens *
- Cryptantha sp.
- Cymoglossum officinale
- Hackelia arida
- Lithospermum ruderale
- Mertensia longiflora
- Mertensia oblongifolia
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- Pectocarya penicillata

* Introduced species

Brassicaceae

- Alyssum alyssoides
- Arabis cusickii
- Arabis holboellii
- Arabis sparsiflora
- Capsella bursa-pastoris
- Cardaria draba *
- Chorispora tenella *
- Descurainia incana
- Descurainia pinnata
- Descurainia sophia *
- Draba verna

* Introduced species

Corridor Management Plan

Idahoa scapigera
Lepidium latfolium
Lepidium perfoliatum *
Lepidium virginicum *
Pheoncaulis cheiranthoides
Rorippa nasturtium-aquaticum *
Schoenocrambe linifolia
Sisymbrium altissimum *
Thelypodium laciniatum

Opuntia polyacantha
Perennal Pepperweed
Clasping peppergrass
Tall pepperweed
Daggerpod
Water cress
Plains mustard
Jim Hill mustard
Cutleaf thelypod

Opuntia fragilis
Prickly pear

Sambucus cerulea
Symphoricarpos albus
Symphoricarpos oreophilus

Blue elderberry
Common snowberry
Mountain snowberry

Arnania franklinii
Atirex spinosa
Holostemma umbellatum *
Lychnis alba *

Franklin’s sandwort
Spiny hop sage
Jagged chickweed
White campion
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</table>
Yakima River Canyon Scenic Byway

Geranium viscosissimum
Sticky geranium

Nemophila breviflora
Great Basin nemophila

Phacelia hastata
White-leaf phacelia

Phacelia linearis
Thread-leaf phacelia

Ribes aureum
Golden currant

Ribes cereum
Wax currant

Phacelia ramosissima
Branched phacelia

Hypericum perforatum*
Klamath weed

Hypericum capitatum
Woolly breeches

Philadelphus lewisii
Mock-orange

Iris missouriensis
Western blue flag

Appendix C: Plants

Juglandaceae

Juglans regia*
English walnut

Agastache occidentalis
Western horse-mint

Lamiaceae

Mentha arvensis
Field mint

Nepeta cataria*
Catnip

Salvia dorrii
Gray ball sage

Stachys cooleyae
Cooley’s hedge-nettle

Loasaceae

Mentzelia albicaulis
White-stemmed mentzelia

Mentzelia laevicaulis
Common blazing star
### Yakima River Canyon Scenic Byway

#### Malvaceae
- *Iliamna rivularis* | Streambank globemallow
- *Malva neglecta* | Dwarf mallow
- *Sphaeralcea munroana* | Munro’s globemallow

#### Onagraceae
- *Camissonia hilgardii* | Hilgard’s suncap
- *Epilobium brachycarpum* | Tall annual willow-herb
- *Epilobium paniculatum* | Tall annual willow-herb
- *Epilobium torreyi* | Torrey’s willow-herb

#### Plantaginaceae
- *Plantago lanceolata* | English plantain

#### Poaceae
- *Achnatherum hymenoides* | Indian ricegrass
- *Agropyron cristatum* | Crested wheatgrass
- *Agropyron spicatum* | Blue-bunch wheatgrass

---

### Corridor Management Plan

#### Bromus tectorum*
- Cheat grass

#### Distichlis spicata
- Inland saltgrass

#### Elymus cinereus
- Giant rye grass

#### Elymus elymoides
- Squirreltail

#### Festuca idahoensis
- Idaho fescue

#### Hesperostipa comata
- Needle and thread

#### Hordeum jubatum
- Foxtail barley

#### Leymus cinereus
- Basin wildrye

#### Poa bulbosa*
- Bulbous bluegrass

#### Poa cusickii
- Cusick’s bluegrass

#### Poa sandbergii
- Sandberg’s bluegrass

#### Poa secunda
- Sandberg’s bluegrass

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### Appendix C: Plants

* * introduced species

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*Pseudoroegneria spicata* | Bluebunch wheatgrass

*Sporobolus cryptandrus* | Sand dropseed

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*Collomia grandiflora* | Large-flowered collomia

*Collomia linearis* | Narrow-leaf collomia

*Ipomopsis minutiflora* | Littleflower ipomopsis

*Microstenum gracilis* | Pink microstenum

*Phlox longifolia* | Long-leaf phlox

*Phlox subulata* | Showy phlox

*Polemonium micranthum* | Littlebells polemonium
### Polygonaceae
- *Rumex venosus*: Vieny dock
- *Cystopteris fragilis*: Fragile fern
- *Woodsia oregana*: Oregon woodsia

### Portulacaceae
- *Lewisia rediviva*: Bitterroot
- *Montia linearis*: Narrow-leaf montia
- *Montia perfoliata*: Miner's lettuce

### Primulaceae
- *Dodecatheon pulchellum*: Few-flowered shooting star

### Rosaceae
- *Amelanchier alnifolia*: Serviceberry
- *Crataegus douglasii*: Black hawthorn
- *Holodiscus discolor*: Ocean spray
- *Potentilla glandulosa*: Sticky cinquefoil

### Ranunculaceae
- *Clematis ligusticifolia*: Virgin's bower
- *Delphinium multiplex*: Kittitas larkspur
- *Delphinium nuttallianum*: Upland larkspur
- *Ranunculus testiculatus* (*R. testiculatus*): Hornseed buttercup
- *R. uncinatus*: Little buttercup

### Rubiaceae
- *Galium aparine*: Cleavers
- *Galium multiflorum*: Shrubby bedstraw
- *Rubiaceae*
- *Galium aparine*
- *Galium multiflorum*
- *Ceratocephala tesculata*: Hornseed buttercup

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**Appendix C: Plants**

**Yakima River Canyon Scenic Byway**

**Corridor Management Plan**
### Yakima River Canyon Scenic Byway

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<tr>
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<td>Ranunculus glaberrimus</td>
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### Corridor Management Plan

| Solanaceae          | Nicotiana acuminata | Manyflower tobacco          |
|                    | Nicotiana attenuata | Coyote tobacco             |
| Typhaceae           | Typha latifolia     | Common cattail             |
| Ulmaceae            | Ulmus americana     | American Elm               |
| Urticaceae          | Urtica dioica       | Stinging nettle            |

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<td>Urtica dioica</td>
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### Appendix C: Plants

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### Yakima River Canyon Scenic Byway

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<td>Racoon</td>
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| Lynx rufus              | Cervus elaphus     | Spermophilus saturatus |
| Bobcat                  | Odocoileus hemionus| Cascade Golden-mantled Ground |
| Cougars                 | Ovis canadensis    | Squirrel |
| Coyotes                 | Black Deer/Black-tailed Deer | Beaver |
| Black Bears             | Bighorn Sheep      | Sagebrush Vole |
| River Otters            | White-tailed Jackrabbit | Muskrat |
| Short-tailed Weasels    | Sylvilagus floridanus | Western Harvest Mouse |
| Long-tailed Weasels     |                     | Porcupine |
| Minks                   |                     |                     |
| Badgers                 |                     |                     |
| Striped Skunks          |                     |                     |
| Raccoons                |                     |                     |

| Cervus elaphus          | Elk                  |
| Odocoileus hemionus     | Mule Deer/Black-tailed Deer |
| Ovis canadensis         | Bighorn Sheep        |
| Black Deer/Black-tailed Deer |                       |
| White-tailed Jackrabbit | Eastern Cottontail   |

*Appendix D: Mammals*
### Yakima River Canyon Scenic Byway

#### Corridor Management Plan

<table>
<thead>
<tr>
<th>Fish Species</th>
<th>Category</th>
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<tbody>
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