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1. Introduction

Plan Overview

Trails through and around communities are used by a larger percentage of people and require less long-term maintenance than many other park facilities such as ball fields, tennis courts or buildings. They are multi-generational assets that bring communities together, preserve green space, provide alternative modes of transportation, and encourage a healthy lifestyle. When trail users are walking, riding, skating or rollerblading they are contributing to their own well-being. Trails can also be seen as promoting safety. They are used from dawn to dusk, often by hundreds of people every day. With more people outside, using a facility and keeping an eye on their neighborhoods, perpetrators are less likely to attempt to commit crimes. It has been proven time and again that a greenway trail increases real estate values along the route. Trails are often an important catalyst for new residential and business development in communities and it has been shown in different parts of the country that trails can spur economic development and neighborhood revitalization. The benefits that trails provide go well beyond being an alternative to the use of automobiles. Trails and pathways provide a high public benefit at a relatively low cost to local government.

This Trails Plan focuses on trail routes in unincorporated areas of Yakima County, Washington, but it also references community links in incorporated area that are a high priority for inter-community mobility. The plan looks at current activities, trends, opportunities and constraints for the expansion of the trails system in the County. Relevant programs, policies and regulations have been evaluated and recommendations made with regard to facility types, level of service, design guidelines, trail standards, safety, education and enforcement. Opportunities for intermodal transportation are addressed that involve non-motorized links to roads, highways and public transit. Finally, the plan includes strategies for implementation that address priority projects and capital facilities planning, funding sources, needs, right-of-way acquisition, development, maintenance and administration. The plan strives for bicycle and pedestrian friendliness through the road system in the county, yet recognizes the recreational and transportation benefits that off-street travel corridors can provide as well.

Three graphics have been prepared to support this plan. Figure 1 is the Bike and Pedestrian Routes Yakima Urban Area; Figure 2 is Bicycle and Pedestrian Routes Yakima County; and Figure 3 is the Transportation Emphasis Routes Yakima County. All three figures are found in Chapter 5, Facility Inventory. Planned or potential corridors depicted within these maps are intended for planning and discussion purposes and is not intended to depict any specific route. Development of future trail corridors is contingent on the support and involvement of interested stakeholders, property owners, and government jurisdictions.

Non-motorized travel should not be viewed as strictly recreational. Throughout the nation and in Washington State, ridership is increasing and more people are relying on the bicycle for
commuting to work or school, running errands and for other utilitarian travel needs. The added recreational benefits of developing multi-use trails or improving bicycle touring routes through the county should not overshadow the importance of providing vital transportation facilities for the non-motorized public.

Yakima County Area and Population
Yakima County is located in south central Washington with a land area of 4,296 square miles. The county contains an impressive array of landscapes ranging from the western snowfields of the Cascade Mountains to the arid basalt ridges of the east. The collective histories of these landscapes are what make Yakima County such a vibrant place to live and visit. The following table shows the current population of the county as of 2013 and the projected population in 2020.

<table>
<thead>
<tr>
<th>Countywide Population Characteristics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Population*</td>
<td>247,250</td>
</tr>
<tr>
<td>2020 Projected Population</td>
<td>269,347</td>
</tr>
<tr>
<td>2013 Population (cities)**</td>
<td>162,340 (66%)</td>
</tr>
<tr>
<td>2013 Population (unincorporated)**</td>
<td>84,910 (34%)</td>
</tr>
</tbody>
</table>

* OFM provided 2013 and 2020 population projections in 2013 based on the 2010 census data. This 2013 projection was interpolated from these OFM projections by using the average annual increase between the OFM projections for 2013 and 2020.

**Population distribution between cities and unincorporated areas was estimated for 2020 by using the same percentages used for 2020 in OFM’s document entitled “April 1, 2013 Population of Cities, Towns, and Counties Used for the Allocation of Selected State Revenues” and applying those percentages to the 2010 interpolated population projection described above.

As with the rest of the country, the county is and will continue to experience the high cost of fuel for motorized vehicles. These costs may well reflect a demand for non-motorized routes throughout the county connecting population centers, communities, neighborhoods and public facilities. The trail system described in this document promotes theses types of connections for the current and future population of the county.
2. Public Participation

The involvement of the public in identifying issues, concerns and needs is critical to crafting a plan that reflects the public’s opinions. Yakima County held public meetings in the upper and lower areas of Yakima County, provide public access via internet, public media (newspaper, TV), regularly scheduled governmental / stakeholder / transportation advocacy organizational meetings, SEPA and Commissioner Public Hearing processes and public displays.

On May 21, 2014 and May 22, 2014, the County hosted meetings in the county’s north and south regions to engage the communities in a discussion on existing trail facilities, providers of those facilities, and the need and demand for trail connections throughout the County.

The meetings were advertised in local papers, newsletters and on trail advocate websites and social media (Facebook). The north region meeting was held at the County Maintenance Facility. The meeting for the south region was held at the Zillah Civic Center in Zillah. While the Trails Plan concerns County trails, discussion addressed connections with existing and proposed trail improvements in the various jurisdictions within the County as well. The County developed a map for the meeting that showed existing and proposed regional trails. The graphic was useful for identifying completed sections, proposed future sections and new ideas for trails.

County staff knowledgeable in the areas of transportation, recreation, open space and storm water management gave brief overviews of their respective planning efforts relative to potential trail alignments and regional linkages. A second graphic was made available in handout form depicting “Transportation Emphasis Routes” that are under consideration by various transportation planning efforts (see discussion below). Trail advocates from various user groups attended the meetings, and shared their perspectives on existing conditions and current and future trails needs. The following is a sampling of comments from these meetings. The complete list of comments is found in the appendix of this Plan.

Sampling of Public Meeting Comments/Needs

- We need to work together as citizens
- Government Agencies are needed to reach our goals
- Thank you for hosting Public Meetings
- We have a lot of support to form a multi-use trails advisory group
- Rail bed property should be purchased as it becomes available
- Irrigation Districts should be approached as partners for trails
- Grants are needed for funding trails in the Lower Valley
- Biking to school is a real safety concern
- Trail connectivity is important
- Advisory committees for trails should have regular meetings
- Connect green spaces and schools with trails
- Think loop trails in 15 to 150 miles
- Publish a good trails pamphlet of trails in the valley
- Recreational hiking trails are also important
- Make connections from dirt trails to paved trails
- Educate our community about the economic and quality of life trails bring
Additional Public Involvement

Yakima County Trails Plan 2014 Map Survey

The survey (below) was made available to the public placed in front of the large (3’ x 4’) mounted map at the Public Services office during the June 9-20, 2014 Survey Period to get more input on the existing and proposed trails in Yakima County. After interpretation and review of the results the following findings were discovered:

- The highest priority for those surveyed was to see more bike lanes on our County roads.
- The next most important priority was to see trail connectors with other communities.
- Finally mountain bike single track trails were a lower priority overall.

Yakima County Trails Plan 2014 Map Survey

The purpose of this study is to gather information about opinions of the hiking and biking trails in Yakima County.

Sex: 3 Female  6 Male

Are you a county resident?

2 No  7 Yes

Indicate your attitude about each of the following statements:

<table>
<thead>
<tr>
<th></th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Disagree Somewhat</th>
<th>Agree Somewhat</th>
<th>Agree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are you satisfied with the existing biking and hiking trails in Yakima County</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Adding proposed trails is important to me and my family</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>---</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>I am a regular trails user of about once a week on average</td>
<td>---</td>
<td>5</td>
<td>---</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>I rarely use the trails or bike routes</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>---</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>I would like to see trail connectors to our current trails with other communities</td>
<td>---</td>
<td>1</td>
<td>---</td>
<td>2</td>
<td>---</td>
<td>6</td>
</tr>
<tr>
<td>I am interested in more Mountain Bike single track trails</td>
<td>---</td>
<td>3</td>
<td>---</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>I would like to see more bike lanes on our county roads</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>
Yakima County Trails Plan 2014 Internet Survey

Yakima County utilized the Survey Monkey service utilizing an “email tree” process that announced the survey to key stakeholder organizations, who in turn, forwarded the survey out to the broader population. During the June 9-20, 2014 survey period, 176 participants answered five questions including demographics, recreational interests, and attitudes:

### Where do you reside in Yakima County?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Valley</td>
<td>76.6%</td>
<td>134</td>
</tr>
<tr>
<td>Lower Valley</td>
<td>21.1%</td>
<td>37</td>
</tr>
<tr>
<td>Do not live in Yakima County</td>
<td>2.3%</td>
<td>4</td>
</tr>
</tbody>
</table>

**answered question 175**

### What types of outdoor trails recreation are you interested in? Please check all that apply

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking/Hiking</td>
<td>93.5%</td>
<td>159</td>
</tr>
<tr>
<td>Running/Jogging</td>
<td>41.8%</td>
<td>71</td>
</tr>
<tr>
<td>Road Cycling</td>
<td>49.4%</td>
<td>84</td>
</tr>
<tr>
<td>Mountain Biking</td>
<td>48.5%</td>
<td>79</td>
</tr>
<tr>
<td>Rollerblading</td>
<td>7.1%</td>
<td>12</td>
</tr>
<tr>
<td>Cross country skiing/Snowshoeing</td>
<td>39.4%</td>
<td>67</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td>17</td>
</tr>
</tbody>
</table>

**answered question 170**

### Please indicate your attitude about the following statements

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Disagree</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Strongly Agree</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are you satisfied with the existing biking and hiking</td>
<td>28</td>
<td>36</td>
<td>41</td>
<td>44</td>
<td>21</td>
<td>4</td>
<td>174</td>
</tr>
<tr>
<td>Adding new trails is important to me and my family</td>
<td>7</td>
<td>3</td>
<td>6</td>
<td>26</td>
<td>50</td>
<td>83</td>
<td>175</td>
</tr>
<tr>
<td>I am a regular trails user</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>30</td>
<td>48</td>
<td>51</td>
<td>174</td>
</tr>
<tr>
<td>I rarely use trails or bike routes</td>
<td>63</td>
<td>44</td>
<td>22</td>
<td>21</td>
<td>15</td>
<td>10</td>
<td>175</td>
</tr>
<tr>
<td>I would like to see additional connections to current</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>26</td>
<td>62</td>
<td>73</td>
<td>171</td>
</tr>
<tr>
<td>I would like to see new trail extensions to other</td>
<td>7</td>
<td>5</td>
<td>6</td>
<td>23</td>
<td>55</td>
<td>79</td>
<td>175</td>
</tr>
<tr>
<td>I am interested in more mountain bike and/or single</td>
<td>16</td>
<td>28</td>
<td>14</td>
<td>36</td>
<td>32</td>
<td>45</td>
<td>171</td>
</tr>
<tr>
<td>I would like to see more bike lanes on our county</td>
<td>13</td>
<td>4</td>
<td>15</td>
<td>21</td>
<td>29</td>
<td>89</td>
<td>171</td>
</tr>
</tbody>
</table>

**answered question 176**

### What is your gender?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>67.2%</td>
<td>117</td>
</tr>
<tr>
<td>Female</td>
<td>31.0%</td>
<td>54</td>
</tr>
<tr>
<td>I choose not to answer</td>
<td>1.7%</td>
<td>3</td>
</tr>
</tbody>
</table>

**answered question 174**

### Please feel free to add any additional comments or concerns regarding the future of Yakima County Trails. Thank you for your input.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>60</td>
</tr>
</tbody>
</table>

**answered question 60**

While all trail type activities showed notable interest, a vast majority of respondents expressed walking/hiking (93.5%) as their preferred recreational option with the adding of new trails as a “agreeable attitude” by 159 of 175 respondents (90.1%) of which 83 of 175 (47.4%) strongly agreed to the need of more tails.

Respondents were given the opportunity to share comments or concerns a part of the survey, these responses are included in the Attachments section of this document.
Several of the partnering Trails Advocate groups have done additional public outreach with in their own interest areas.

**Lower Valley Pathway Association:**
Two years ago during Sunnyside's Sunshine Days the Lower Valley Pathway Group set up a table and passed out leaflets asking for public support for our plans to expand the pathway towards Granger. During the course of about 3 hours we had 23 people sign on as "Friends of the Pathway" willing to support this effort. A couple of these people became board members and the others are good community people willing to help.

**STAY (Single Track Alliance of Yakima):**
Single Track Alliance of Yakima formed in 2011 to advocate for non-motorized recreation, mainly mountain biking. We put together a board of directors and filed our state non-profit corporation paperwork. We also applied for and received our 501c3 federal tax exemption status. On the ground, we were given the opportunity to establish a trail system on land owned by ARP properties. This land, called Rocky Top, is roughly 600 acres and is found on the north slope of Cowiche Mountain. Before we had permission to build on the entire landscape, the landowner gave us a small gully to construct an example of the trails we envisioned for the trail system. We built a trail, now called Gus’s Gully, by flagging and surveying the land. A small group of us identified the important features before construction and then came in with more volunteers to do the work. The land owner was pleased with our work and turned us loose. We now have 15+ miles of trails existing in the Rocky Top system.

- We identified places we wanted trails to go
- First series of trails established a route to the summit (2011, 4.8 miles)
- Second series of trails established a perimeter loop of the property (2012, 4 miles)
- Third series of trails dispersed users and relieved congestion on popular routes (2013/2014, 3.5 miles)
- Upcoming series will establish connections within existing system for diversification of riding options (2014/2015)
- Added trail map and rules board at parking lot
- Received donations for all trail signs and post materials
- Plans to mature Rocky Top into a network of 20+ miles
- Non-crowded landscape w/ high quality trails
- Once matured, reach out to other area land managers for new relationships and opportunities in Yakima County
- Yakima County has excellent terrain and climate for outdoor recreation
- Not many established non-motorized trail systems in Yakima area
- Want to help establish non-motorized outdoor recreation for all Yakima area communities

**CCC (Cowiche Canyon Conservancy):**
We haven’t done surveys, but we offer “Contact Us” forms on our website where people could write in about issues with our trails. We have worked directly with Yakima tourism and the City of Yakima, and have an MOU with the City of Yakima to promote trail recreation. We also did
the Connections Coalition project with Jennifer Hackett. We did try, also, to work on the West Valley Neighborhood Plan to encourage more connector trails and non-motorized opportunities. Other trails in the Cowiche Canyon Trail system include the 0.75 mile winery Trail connecting the original Canyon Trail to winery amenities on Naches Heights, and 1.0 mile Uplands trail, connecting the Canyon to a trailhead and parking lot in a residential area of the County. The Uplands area receives over 12,000 trips per year, and supports an important recreational need for the County. The proposed South Rim Trail located within the Uplands recreation area, will add another ten-mile round trip hiking, biking and equestrian facility when completed. This project is jointly sponsored by the Bureau of Land Management and Cowiche Canyon Conservancy.
3. Planning Context, Policies and Standards

Goals and Policies

For most of this century, transportation improvements have emphasized the movement of motorized vehicles, especially automobiles. Alternative modes, such as bicycling and walking, have been eclipsed by this automobile-centered emphasis. It is expected that the automobile will continue to account for the majority of transportation trips in the foreseeable future, both in the number of trips and in the distance traveled. However, there is recognition that alternative non-motorized modes can play an important role in intra-community as well as inter-community transportation, especially for relatively short trips. Encouraging development of alternative modes can lessen vehicle congestion, reduce the need for new infrastructure, reduce the maintenance requirements of the built infrastructure, and reduce air pollution while providing positive health benefits to the users and attract visitors. However, alternative transportation routes must be safe for both the non-motorized users and the motorized vehicles at crossings.

The following goals, policies and statements reflect current and past planning efforts related to trails and trail development in Yakima County. Goals 1 through 8 are those associated with this (Yakima County Trails Plan 2014) plan. These are followed with trails-related goals, policies and statements from the Yakima County Comprehensive Plan 2015; Yakima County Comprehensive Transportation Element; Yakima Urban Area Transportation Plan 2025, County-Wide Planning Policies; Contemporary Transportation Planning Efforts, the GMA Focus 2010, and the City of Yakima 2012 – 2017 Parks Comprehensive Plan.

Yakima County Plan 2014 Goals

Goal 1. Yakima County will strive to serve the public’s current and future trail needs in a manner consistent with this plan.

Goal 2. A countywide system of safe, efficient and interconnected trails will be provided over time including on and off-street facilities that link populated areas of the county with important travel destinations.

Goal 3. The need for trails will be met through appropriate planning, design, construction and maintenance of facilities, including single-use and shared use trails, roads and road shoulders, sidewalks, bike lanes and related improvements. Design will address the needs of both experienced and less experienced trail users and users of all ages and abilities.

Goal 4. Public safety, education and law enforcement will be recognized as integral to the development of trail opportunities in Yakima County.

Goal 5. Encourage alternative transportation modes.

Goal 6. Support efforts to establish a regional and statewide trail system.

Goal 7. Trail design and development will address issues related to neighboring property to ensure safety of the trail users and the property owners and residents.

Goal 8. With the growing trend on outdoor recreation biking and hiking greater emphasis should be placed on connecting with regional recreation trails.

The following goals, policies and statements are drawn from County planning documents that are Relevant to this plan specifically and trail development generally.
Goals and Policies of the Yakima County Comprehensive Plan 2015 Parks and Open Space Element

Goal

Provide parks, open space, trails, and other recreation facilities that will meet the County’s interests and needs in a cost-effective manner.

Policy 5.1  Ensure acquisitions and development reflect an interconnected system of facilities, trails and open space.
Policy 5.2  Develop trails to accommodate multiple uses and sign accordingly.
Policy 5.3  Seek ways to spread the costs for operation and maintenance of existing facilities to reduce reliance on County funds.
Policy 5.4  Ensure facilities are developed and maintained in an efficient and cost-effective manner with consideration for sustainability.
Policy 5.5  Continue the maintenance focus on user safety, ADA (Americans with Disabilities Act) accessibility improvements, and renovation and repair of existing sites.

Relevant Policies of the Yakima County Comprehensive Plan Transportation Element

Policy T8.1  Establish level of service thresholds for alternative modes in the Comprehensive Transportation Plan.
Policy T8.2  Implement projects identified in this transportation plan that improve alternative modes.
Policy T8.3  Consider the needs of future transit service when planning transportation projects.
Policy T8.4  Develop a coordinated system for bikeways, walkways and trails, emphasizing route connectivity in conjunction with other jurisdictions.
Policy T8.5  Adopt and apply consistent design standards for bicycle and pedestrian facilities constructed and maintained within Yakima County.
Policy T8.6  Collaborate with other service providers to improve facilities for air passenger transportation. Identify opportunities for additional air passenger facilities as they arise.
Policy T8.7  Collaborate with other service providers to improve facilities for rail passenger transport. Identify opportunities for additional rail passenger facilities as they arise.
Policy T8.8  Collaborate with other service providers to improve transit facilities. Identify opportunities for additional transit facilities as they arise.
Policy T8.9  Consider joint use of appropriate utility corridors as bicycle and pedestrian corridors.
Policy T8.10  Support education programs that focus on safe bicycle use of the transportation system for both recreational and transportation purposes.
Policy T8.11  Support alternative transportation education for County residents.
Policy T8.12  Support land use strategies and site design methods that improve and encourage alternative transportation modes.
Policy T8.13  Support efforts to preserve transportation corridors as a public asset for future transportation uses.
County-Wide Planning Policies

Policy A.3.6  When determining land requirements for urban growth areas, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas.

Policy C.3.2  From local inventory, analysis and collaboration with state agencies and utility providers, a list of Countywide and statewide public capital facilities needed to serve the Yakima County region will be developed. These include park and recreation facilities.

Policy C.3.6  The multiple uses of corridors for major utilities, trails and transportation right-of-way is encouraged

Contemporary Transportation Planning Efforts

The Yakima County region has two transportation planning and action initiatives that continue to serve the public well. TRANS-ACTION is composed of a group of local business leaders, elected officials, local jurisdictions and other community members. This group’s common goal is to encourage economic vitality by developing a list of prioritized transportation strategies to meet the long-range needs of the greater Yakima Metropolitan area and explore funding opportunities for the identified projects. This group has identified Interstate and State Route interchange improvements, west (Yakima) north-south connector routes, and other city, county and state transportation improvement projects. The group has prioritized these projects to pursue funding and implementation. This prioritization illustrates to state and federal agencies and elected officials that the region is working in a coordinated way to address its transportation needs.

Another public transportation-related effort is DRYVE (Diving Rural Yakima Valley’s Economy). This is an effort to broaden local residents and state and federal lawmakers’ understanding and support for transportation needs of rural communities with an emphasis on the mid and lower Yakima Valley (South of Ahtanum and Rattlesnake Ridges). This is a consortium of government, service and public agencies, businesses and chambers of commerce, tourism and agricultural interest organizations, elected officials, and private citizens to come together and speak with one voice to “DRYVE” investment and development of rural Yakima Valley’s economy through improved transportation services, infrastructure and networking. This group has identified, described and estimated project costs for numerous transportation projects in a coordinated manner to serve the betterment of rural Yakima Valley.
Both TRANS-ACTION and DRYVE consider trails to be part of the integrated transportation network of the County. Their planning efforts illustrate an impressive amount of quality communication, coordination and commitment among local governments, business, industry and agricultural interests, state and regional agencies and the general public to improve the quality of life in the Yakima Valley region.

Focus 2010 Lower Valley Visioning Report

Focus 2010, the Lower Valley Visioning Report, presents the following Vision related to open space:

“We believe in a comprehensive program that supports the needs of industry, commerce, agriculture, housing, parks/recreation and open spaces.” It envisioned that by year 2010, “the Valley’s open spaces and rural qualities will be intact.”

Focus 2010 set the following open space goals and objectives:

- Encourage urban infill where possible to avoid sprawl and leapfrog development thereby conserving the fringe open lands.
- Complete the Lower Valley pathway and incorporate in a broader, county-wide pathway system.
- Inventory open space lands and define those to preserve for future generations.
- Limit the use of open lands designated to remain in their natural state to those activities that will:
  a) Maintain their scenic beauty and aesthetic qualities; and
  b) Provide for recreational activities compatible with these goals.
- Preserve wetlands, open lands, and other habitat areas for the benefit of the County’s indigenous wildlife.

Yakima County Comprehensive Flood Management Plans

Yakima County has adopted two flood plans for the Naches River and for the Yakima River upstream of Union Gap. These plans establish future policies for location, management and maintenance of current and future flood levees underlying existing and proposed trails, as well as land acquisition along several future trail corridors. The plans include several specific recommendations for the acquisition of floodplain open space within the Yakima River Conservation Area established under the Revised Code of Washington (RCW).

Policies and actions within the flood plans are consistent with the State of Washington’s Recreation and Conservation Office (RCO) goals of protecting and restoring habitat, supporting salmon habitat and recovery, and protecting Washington’s diverse biological heritage. The flood plans are also consistent with Yakima River basin fish and wildlife recovery plans currently adopted by the county and state (with federal adoption pending) and with the Yakima Basin Watershed plan adopted by the State of Washington.

Ahtanum Rd. & Wide Hallow Comp Flood Hazard Management Plan (Sept 2012)
This Plan for the Ahtanum and Wide Hollow basins covers two urbanizing flood-prone basins in the City of Yakima and Union Gap, and Yakima County to the north of the Yakama Nation. The Ahtanum-Wide Hallow Comprehensive Flood Hazard Management Plan is the third flood hazard plan to be developed in Yakima County by the County-wide Flood Control Zone District (FCZD) The FCZD develops flood hazard management plans to prioritize flood hazard mitigation actions, support County and City Staff in the floodplain communities, and develop partnerships across the various agencies and jurisdictions on projects within floodplains.

4. Trail Level of Service Standards

The National Recreation and Park Association (NRPA) offer standards and guidelines for establishing and using park and recreation facilities. Often these are used as a guide or “rule of thumb” to assess the adequacy of recreation facilities in a community. For example, the NRPA offers the following standard and guidelines for tennis courts:

<table>
<thead>
<tr>
<th>Tennis Courts</th>
<th>Space requirements</th>
<th>Size/Dimensions</th>
<th>Orientation</th>
<th>Units/Pop.</th>
<th>Service radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum 7,200 SF</td>
<td>36’x78’</td>
<td>long axis north/south</td>
<td>1 court per 1000 pop.</td>
<td>¼ to ½ mile</td>
<td></td>
</tr>
</tbody>
</table>

Trails cannot be defined by size, orientation and service radius. NRPA standards state that a system is to have well defined trailheads, 10-foot width, maximum average grade of 5 percent, and accommodate 40 users per day per mile on rural trails and 90 users per day per mile on urban trails. The current Parks and Recreation Plan for Yakima County uses a level of service (LOS) standard of .25 miles of trail per 1000 population. This is based on the following formula:

\[
\frac{A \times B \times C}{D \times E}
\]

Where:
- \(A\) = Total expected participation (830,000 annual occasions)
- \(B\) = % of use on an average peak day (2%)
- \(C\) = 5 who wish to use trails (15%)
- \(D\) = Occasions per mile (10)
- \(E\) = Turnover rate (5)

At the time of the writing of the County’s Park and Recreation Plan (2014), this formula identified a need for 61.8 miles or .25 miles per 1000 population. This represents a “recreation” standard.

A trail system is actually a part of the comprehensive transportation system. A trail system typically serves a diverse population, has definite destinations and best serves the community in a loop pattern with multiple spur connections. If prime destinations are at a distance from the population center, it would be reasonable to design a trail system that connects the center with the destination. This may mean a two-mile system or a 100-mile system. With Yakima County, where there are numerous communities, a diverse population and multitude of destinations, an extensive trail system can be justified.
A trail system for Yakima County should be extensive and provide an alternative to the use of motor vehicles. It should connect public facilities, residential areas and shopping areas. It should allow all users to walk or ride through scenic landscapes and connect natural features such as lakes, rivers, creeks, hills and mountains. In this 21st century, it is likely that the reliance on oil as a fuel source will dwindle. Comprehensive trail systems will allow connections, recreation and added health benefits for our county’s population.

It is important to note that the County should always work towards developing parks to meet the needs of its residents. The LOS standards for parks and recreation areas represent a minimum standard, but that does not preclude exceeding the standard when possible. Whenever it is feasible to do so, the County should seek to develop trails that meet the needs of residents.

**Facility Types and Design Standards**

In Yakima County all roadways are included in the bicycle system. Because the roadways are used for different purposes, each roadway has been given a Bicycle Emphasis Classification.

B-1 Routes make up the backbone of the system and connect all of the cities and the other population centers in the County. B-2 Routes feed into B-1 Routes and service minor destinations. In the urban areas defined bike lanes are constructed based on road classification and traffic. In rural areas, paved shoulders serve as a biking facility.

Bicycle Emphasis Routes as described above are shown in Figure 1-Bicycle Emphasis Routes.

There are four principal types of trails facilities:

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike/Pedestrian Lanes</td>
<td>Typically 4 to 6 feet wide</td>
</tr>
<tr>
<td>Paved Shoulders</td>
<td>4 to 8 feet wide</td>
</tr>
<tr>
<td>Roadways</td>
<td>Low volume local access roads and minor collectors</td>
</tr>
<tr>
<td></td>
<td>with shoulders 0 to 4 feet wide; moderate to high</td>
</tr>
<tr>
<td></td>
<td>volume collectors and arterials with 13 to 15 feet wide curb lanes</td>
</tr>
<tr>
<td>Use Paths/Trails</td>
<td>5 to 14 feet wide separated, non-motorized paved or unpaved paths</td>
</tr>
</tbody>
</table>

**Bike and Pedestrian Lanes**

Bike and pedestrian lanes may be unnecessary along most rural roads in Yakima County; however they are a safe and attractive option for routes that receive substantial non-motorized use. Bike and pedestrian lanes provide clear demarcation to alert motorists to generally slower bicycle and pedestrian traffic and designate the route as maintained to transportation standards.

**Paved Shoulders**

Wide paved shoulders have the potential to lead bicyclists and walkers to all major destinations reached by car or transit while serving multiple users. Shoulders must be clean, smooth and at least 4 feet in width.
Shared Roadway (Low volume roads)
Where traffic volumes are below 1,000 average daily trips, visibility is good and truck traffic is light, bicyclists and walkers can normally share the travel lanes safely with motor vehicle traffic.

Shared Use Path
The advantages of shared use paths include lower construction and maintenance costs and reduced user conflicts.

The type of facility that may be appropriate for a particular route or segment of the countywide trail system depends on a number of factors. Consult WSDOT Design Manual 1020 for detailed definitions and selection criteria.

Equestrian Trails
This plan acknowledges that the equestrian community is growing in Yakima County and has different needs for trail facilities than other trail users. Working with the various equestrian organizations and clubs is important in the planning and design of facilities such as trail surfaces and widths, trailhead parking configuration to accommodate large trucks and trailers, loading and unloading facilities at trail heads, horses watering accommodations, bridge surfacing, railings and other related facilities. Signage is also important to not only to direct the equestrians but also to alert other users and the driving public to expect horses, riders and related equipment on the roads and trails. As discussed and designed, these facilities shall meet local, state and federal standards and regulation where they exist.

Trailheads
Trailheads are an important element of the trail system acting as staging areas or offering facility services along the route. In many cases, an existing park can act as a trailhead. In other cases, independent trailheads are needed and should include paved parking; restroom facilities, signage and small open staging areas. Sites for trailheads come as part of the trails master planning process. Because of the cost to construct and maintain these facilities, they are limited as to their number. However, trailheads should be planned to serve the needs of the trail-using public and both capital and maintenance budgets should reflect their costs.
5. Facility Inventory

In the Yakima Valley, the most significant open space links between urban growth areas are the lands along the Yakima River and its tributaries. These areas include land that can be used for recreation, wildlife habitat, trails, and to connect communities. Several such corridors and greenbelts, most notably the Yakima Valley Greenway, already exist but there is significant potential for more. The Yakima Valley Greenway runs along portions of the Yakima and Naches Rivers passing near the cities of Selah, Yakima and Union Gap. The Cowiche Canyon Conservancy follows a portion of Cowiche Creek and connects rural lands west of Yakima with the city’s edge. In the Lower Valley, the Sunnyside/Grandview Pathway and the County Line Pathway provide additional recreational opportunities for pedestrians and bicyclists.
Below is a listing of trails or trail corridors in and around Yakima County. Beyond this list, are descriptions of the trails and their level of development. Figure 2 is a map illustrating the location of the individual trails and their relationship to one another.

*(Note: The trail corridors depicted below of existing or proposed trail routes require land acquisition from willing jurisdictions and/or property owners. Neither Yakima County nor this trail plan condones trespassing or use of private property for the unapproved use or design of any trail corridor.)*

**Yakima County Trails Inventory (Existing and Proposed)**

* denotes proposed trail; ** denotes partially completed trail.

<table>
<thead>
<tr>
<th>Trail</th>
<th>Use</th>
<th>Surfacing</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yakima Loop**</td>
<td>Multi-Use</td>
<td>Paved/Unpaved</td>
<td>27.5</td>
</tr>
<tr>
<td>Selah Extension</td>
<td>Multi-Use</td>
<td>Paved</td>
<td>2.1</td>
</tr>
<tr>
<td>Inner City Loop**</td>
<td>Multi-Use</td>
<td>Paved</td>
<td>9.1</td>
</tr>
<tr>
<td>S. Naches Road**</td>
<td>Multi-Use</td>
<td>Paved</td>
<td>3.1</td>
</tr>
<tr>
<td>Cowiche Canyon Trail**</td>
<td>Multi-Use</td>
<td>Unpaved</td>
<td>8.0</td>
</tr>
<tr>
<td>Powerhouse Pathway</td>
<td>Multi-Use</td>
<td>Paved</td>
<td>2.9</td>
</tr>
<tr>
<td>Upper Yakima Greenway**</td>
<td>Multi-Use</td>
<td>Paved</td>
<td>10.0</td>
</tr>
<tr>
<td>Terrace Heights Extension**</td>
<td>Multi-Use</td>
<td>Proposed</td>
<td>6.2</td>
</tr>
<tr>
<td>Lower Yakima Trail**</td>
<td>Multi-Use</td>
<td>Proposed</td>
<td>40.0</td>
</tr>
<tr>
<td>East Side Trail**</td>
<td>Multi-Use</td>
<td>Paved/Unpaved</td>
<td>2.5</td>
</tr>
<tr>
<td>Naches Trail**</td>
<td>Multi-Use</td>
<td>Paved/Unpaved</td>
<td>11.0</td>
</tr>
<tr>
<td>W.O. Douglas Trail**</td>
<td>Multi-Use</td>
<td>Paved/Unpaved</td>
<td>80.0</td>
</tr>
</tbody>
</table>

*Note: (Components of CCC trail and Greenway included – 5.2 miles)*

**Total of Existing Trail Miles** 49.4 Miles  
**Total of Proposed Trail Miles** 153.0 Miles  
**Total Miles of Trail** 202.4 Miles
The Yakima County Trail System

The trail system envisioned by this plan is comprised of a variety of facilities that can vastly enhance the public’s opportunity to travel within the county by means other than the single-occupant motor vehicle. An extensive phased-in network of on-and off-street routes is recommended in order to serve the needs of trail users over the next 10 years.

The fact that a map has been developed that lays out a system of trail routes does not suggest that other routes should not be considered for trail use. Essentially the entire road system has some value to non-motorized travel and reasonable improvements should be considered whenever any road, bridge, traffic control devise or other traffic feature is modified or developed in the future. People tend to go where roads go, whether their means of getting there is by personal automobile, public transit, carpool or a non-motorized mode.

The following is a description of trail routes. While the ultimate goal may be an entire road and trail system that is friendly to trail users, focusing on a system of primary and secondary routes offers a practical and efficient way to set priorities for the near term.

**Yakima Loop: Multi-Use Paved/Unpaved - [27.5 Miles]**

This route consists of several individual trails that in combination form a loop around the City of Yakima. This trail system will eventually be mostly paved, although the section along Ahtanum Creek will be unpaved to serve equestrian interests. Starting at Sarg Hubbard Park, the trail extends southward along the existing Yakima Greenway until reaching Fulbright Park at Union Gap. At this point the trail follows along Ahtanum Creek past Union Gap’s Ahtanum Youth Park. In the segment between the two parks, consideration should be given to providing parallel trails; one paved for walking and bicycling and one unpaved for horseback riding.

At 62nd Avenue, the trail turns north and, after a short portion on Ahtanum Road, connects to 64th Avenue. Another short spur could continue on Ahtanum Road to form a connection with Wiley City.

The main Yakima trail continues north along 64th Avenue and forms a connection to West Valley Park via Wide Hollow Creek or the abandoned YVT line. Continuing north on 64th Avenue, 65th Avenue, and 66th Avenue to Prospect and Cowiche Canyon Road access the south side of the Naches River and an existing pathway. The trail then extends along the southern bank of the Naches River eventually connecting to the existing Yakima River Greenway.

- **Yakima Loop Spurs**
  Numerous spurs take off from the Yakima Loop and incorporate both existing and proposed segments of trail adding a variety of pathway experiences. In addition to a proposed extension mentioned above to Wiley City, several existing segments are described below.
Selah Extension: Multi-Use Paved - [2.1 Miles]
This existing trail continues north from the confluence of the Naches and Yakima Rivers into Selah. It terminates at Southern Ave. with a dedicated bike lane up to Third St. then a bike route on Third through town.

Inner City Loop: Multi-Use Paved – [9.1 Miles]
This loop follows existing street rights-of-way and uses part of the Yakima Loop to complete the circle. It diverges from the Ahtanum Creek segment of the Yakima Loop at Goodman Road near the Youth Activities Park and continues to the north along 3rd Avenue. It then connects to the Powerhouse Canal Pathway and the Chestnut Avenue Bike Path. At the western end of Chestnut Avenue, the trail again reaches the western portion of the Yakima Loop with connections south to West Valley Park and eventually Ahtanum Creek.

South Naches Road: Multi-Use – [3.1 Miles]
This is an on-street route following the Old South Naches Road linking this path with the Yakima Loop near the N. 40th Avenue overpass and also with the eastern terminus of the Cowiche Canyon Trail, eventually connecting to the Eschbach Natural Area.

Cowiche Canyon Trail: Multi-Use Unpaved – [8.0 Miles]
The existing three mile Cowiche Canyon Trail has two extensions at both the west and east ends that connect the Canyon to the Cowiche Mountain trails and proposed William O. Douglas Trail to the west, and to the Powerhouse pathway to the east. The one half mile west-end extension comes up from the canyon floor at the west end of the Canyon Trail and meets the Rocky Top Road trail segment by crossing Summitview Avenue near the intersection of Summitview Avenue and Rocky Top road. The crossing at Summitview is unmarked and subject to 50 MPH traffic traveling north and south. The proposed two mile east bound extension from the east end of the original Canyon Trail is designed to connect to the Powerhouse road.

Other trails in the Cowiche Canyon Trail system include the 0.75 mile winery Trail connecting the original Canyon Trail to winery amenities on Naches Heights, and 1.0 mile Uplands trail, connecting the Canyon to a trailhead and parking lot in a residential area of the County. The Uplands area receives over 12,000 trips per year, and supports an important recreational need for the County.
Cowiche Canyon Proposed South Rim Trail – [5 miles]
The proposed South Rim Trail located within the Uplands recreation area, will add another ten-mile round trip hiking, biking and equestrian facility when completed. This project is jointly sponsored by the Bureau of Land Management and Cowiche Canyon Conservancy.

Powerhouse Pathway: Multi-Use Paved – [2.9 Miles]
This completed pathway now makes a full loop from 40th Ave., Chesterly Park, along Powerhouse Rd. to Lincoln Ave. then continuing along the canal through McGuinness Park to the Ortman Parkway connecting with the William O. Douglas trail on N. Fifth Ave. and into the Greenway path at the Naches River then back to 40th Ave.

Naches Trail: Multi-Use Paved – [11.3 Miles]
The Naches Trail will extend from the City of Naches (constructed in 2009) following the railbanked Naches Rail Line South to Yakima at N. 40th Avenue. This rails-to-trails project includes a major crossing of the Naches River and several minor crossings of irrigation channels. Yakima County has completed 5 miles of trail to Low Road with an additional 4.2 miles to Old Naches Highway to be constructed in 2014. The final 2.1 (Phase 5) of this project extends southeast to N. 40th Avenue.

Upper Yakima River Greenway Segment: Multi-Use Paved – [8.9 Miles]
This trail begins at Harlan Landing that is the currently northerly termination of the Yakima Greenway. The trail will go up the Yakima River and eventually connect with the John Wayne Trail in the Yakima River Canyon.

Selah Cliffs Nature Trail: Multi-Use Unpaved – [2.0 miles]
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.

Terrace Heights Extension: Multi-Use Paved – [6.2 Miles]
The purpose of this trail is to provide pedestrian and bicycle access from the Terrace Heights area to the Yakima River Greenway. More than likely this will be an on-street route because limited off-street opportunities exist between the freeway and the river.

Lower Yakima Trail: Multi-Use Paved – [40.0 Miles]
Portions of this trail are developed. These segments utilize the abandoned union Pacific Railroad right of way. This system of trails utilizes a combination of abandoned railroad rights of way, on-street right of way, property easements and outright land purchases. The existing paved section of pathway is between Sunnyside and Prosser.
completed Lower Valley Trail will provide a paved trail that connects the City of Naches and the Greater Yakima Metropolitan Area with Benton County.

**East Side Trail: Multi-Use Paved/Unpaved – [2.5 Miles]**
This 2-½-mile pathway segment from Terrace Heights Drive to Highway 24, through Sportsman’s State Park - Phase 1 of a much longer pathway. Ultimately, this trail will go all the way from Harlan Landing in the Selah Gap, to Union Gap at Century Landing. Both landings are in the Yakima Greenway, which is owned and maintained by the Yakima Greenway Foundation. Some of this trail may include on-road segments (using “bridges” of sidewalks and bike lanes). Levy and dike removal / relocation to address flood mitigation efforts in recent years have altered considered alignments for this route.

**White Swan Park Trails**
The White Swan Community and Mt. Adams School District plan for a new park located across from the High School / Middle School Campus along Signal Peak Road with paved trails and recreational development. The park would connect to a proposed trail located in the vicinity of the White Swan Branch Line (Rail Corridor) owned by Yakima County.
**William O. Douglas Trail: Multi-Use Paved/Unpaved – [80 Miles]**

The William O. Douglas Trail connects the City of Yakima to Mount Rainier. Hikers can experience the wide biological diversity of vegetation zones from arid shrub-steppe to mixed-conifer to alpine. The trail follows the ancient Cowlitz Pass Indian Trail for many miles. It extends from Douglas’ Yakima home across 55 miles of diverse terrain to the William O. Douglas Wilderness boundary, and about 25 wilderness miles beyond to Mount Rainier National Park. Future considerations include a spur off the main trail that follows William O. Douglas boyhood hike route up the Selah Gap Hill that helped him to build back the strength in his wasted legs from a childhood disease and another possible spur onto the peninsula at the confluence of the Naches and Yakima rivers on county land that may permit recreational use however some restrictions may apply due to Flood Management issues.

![William O. Douglas Heritage Trail](image)

**Regional Trail Connections**

There exists or there is the potential to make a true regional trail system by connecting trails traversing Yakima County with the counties to the north, south, east and west. To the north is The John Wayne Trail originating in Iron Horse State Park. The John Wayne is a Rails-to-Trails conversion on the old Milwaukee Road rail line that runs 100 miles from Vantage (mid state) across the Cascades to North Bend, just east of Seattle. The John Wayne Trail has been designated a Millennium Legacy Trail by the current federal administration. Once the Naches Trail is developed from the City of Yakima to the City of Naches, it could be extended north to link with the John Wayne Trail.

To the south is the possibility of connecting with the Sacagawea Heritage Trail from the Lower Yakima Trail. The Sacagawea Heritage Trail is a wheelchair accessible 22-mile trail that circles the Columbia River and extends through Pasco, Richland and Kennewick. A longer 23-mile route continues west on Columbia Drive across the Yakima River and back to the smaller loop.
trail connecting at Marina Park. This trail was upgraded and extended for the Lewis and Clark bicentennial celebration.

South of Yakima County is Klickitat County where there is a proposed rails-to-trails project. The proposed Klickitat Trail is a 31-mile, state-owned corridor that was once a rail line connecting Lyle in the Columbia River Gorge with Goldendale, the Klickitat County Seat.

West from the City of Yakima and through Yakima County is the William O. Douglas Trail (described earlier) that reaches Mount Rainier National Park.

Ice Age Floods National Geologic Trail was suggested by a National Park Service study, issued in 2001 that would follow the 600-mile path of the Missoula Ice Age Flood. This trail would be mostly along existing highways, with signs highlighting important features. The interpretive flood pathway would cross four states as part of the national park system, recognizing the floods and the 16,000 square miles they covered as a nationally significant resource. The trail would be the first with a geologic theme, although long-distance interpretative trails have been devoted to cultural phenomena, like the travels of Lewis and Clark. An arm of the Great Flood extended up the Yakima and Naches Valleys’ as far as Gleed, along SR 12. In 2011 the Washington State Parks Regional Office prepared a Foundation Statement for the ice age Floods National Geologic Trail management plan. This plan would “describe strategies for the coordinated development of the Trail, including an interpretive plan for facilities, waysides, roadside turnouts, exhibits, media and programs that present the story of the floods to the public effectively”

Points of Interest
Throughout the County there are points of interest accessible by trail. These include lakes, scenic viewpoints, Audubon sites, historic places such as the Naches Train Depot, river access and countless others. Some of these points of interest have stakeholders who advocate and provide trails and other facilities in the County. These are examples of a partnership between and among jurisdictions, the County and special interest groups.

Trail Providers
Yakima County is fortunate to have multiple jurisdictions and organizations contributing to the planning and supply of trails. The organizations include the Yakima Greenway Foundation, the Audubon Society (Audubon Bird Trails), the William O. Douglas Trail Foundation, Lower Yakima Valley Trails & Recreational Pathway Foundation, and the Cowiche Canyon Conservancy among others. Appendix B of this plan provides for the 14 jurisdictions in the County to include their plans in this document. This will allow the coordination and development of trails and corridors and illustrates cooperation and encouragement among the communities of Yakima County.
**Design Standards and Guidelines**
The plan recommends that all facilities be designed, developed and maintained in accordance with recognized federal, state and local standards and guidelines. The principal references for bicycle facility design are the Washington State Department of Transportation Design Manual, and the Guide for the Development of Bicycle Facilities published by the American Society of State Highway and Transportation Officials (AASHTO).

Final design of facilities must be conducted at the time a specific project is scheduled for development. Other design considerations may be equally important although less obvious. For example, tree limbs; mailboxes and traffic signs should not be located where they may intrude into the path of bicycle or pedestrian traffic. Minimum non-motorized vehicle parking standards should be adhered to for commercial, industrial, institutional and multi-family residential development. Construction activity adjacent to non-motorized facilities should not damage or unnecessarily interfere with the use of such facilities. Numerous examples exist where project-by-project analysis is warranted prior to settling on an acceptable design.
6. Safety, Education and Enforcement

Safety and Education

The citizens of Yakima County place considerable importance on the safety of the transportation system. Accidents are not only traumatic on a personal level, but are also costly for society. These costs are felt in the form of increased medical costs, lost work time and economic productivity, and loss of property and possessions. Maintaining and improving the safety of the Yakima County transportation system by reducing or preventing accidents is a top priority. Widening roads, providing or improving pedestrian facilities, providing streetlights, correcting high accident locations, and providing road signs are some of the ways safety of the transportation system can be enhanced.

The existing transportation infrastructure represents a significant investment of capital and labor. To protect this investment, the capacity and condition of the system needs to be maintained. Mobility also affects the quality of life of the people. Maintaining mobility will ensure that the quality of life and the economic vitality are not degraded. Widening narrow roads, adding additional lanes, adding pedestrian and bicycle facilities, and improving traffic circulation are some of the ways mobility of the transportation system can be enhanced.

The County should support efforts to make citizens aware of safe riding practices. Programs featuring pedestrian and bicycle safety and enhanced law enforcement are needed to increase awareness of non-motorized transportation issues improve bicycling skills make less experienced riders more comfortable sharing roadways and road shoulders with motor vehicle traffic. Studies in some communities have suggested that trail facilities are more frequently used and appreciated when programs that increase user skill and awareness are initiated. Appropriate signing and pavement markings are another means of improving public safety and should be utilized where appropriate.

Motorist Awareness

Bicycle and pedestrian safety and education programs should be made available to motorists as well. As evidenced by the common experience of non-motorized travelers being harassed, frightened or cut off by motor vehicles, it is clear that some motorists are unaware of the rights of others to use the public right of way in a lawful courteous manner.

Other educational efforts can focus on encouraging people to think of bicycling and walking as an alternative to the use of Single-Occupant motor Vehicles (SOVs). Many of the problems associated with traffic congestion, road development, urban sprawl, poor air quality and other concerns are directly attributable to high rates of SOV use locally and throughout the United States. Non-motorized modes offer low-cost, environmentally friendly, and personally rewarding alternatives. Local educational programs should emphasize these benefits. Employers are also in a good position to encourage their employees to walk or ride to work by offering incentives to those who may be willing to leave their automobile at home on occasion. Employers should be encouraged to provide secure, covered bike parking and shower facilities at the workplace.
Local Initiatives

Acting on similar concern some schools, agencies, and organizations in the State have already begun to educate children and adults on traffic laws and bicycle/pedestrian safety. Schools, clubs, civic groups and police departments in many communities statewide have emphasized bicycle safety and helmet awareness.

Law Enforcement

Traffic laws help ensure the safety of cyclists and pedestrians as well as automobile drivers. Enforcement of routine traffic violations such as wrong-way bicycle riding, bicyclists running stop signs or the failure of motorists to yield to pedestrians can improve compliance with the laws and decrease the likelihood of collisions between automobiles and non-motorized travelers.

While strict enforcement may be desirable for potentially dangerous violations and repeated offenses, creative approaches to increasing awareness of traffic laws may have a more positive effect than heavy-handed enforcement. Inexperienced cyclists, for example, may not be aware of certain laws, either due to their youth or to being ill informed by others. Joint presentations by police and cycling groups in public schools can help clarify the rules for young people.

Criminal activity is a concern of all the residents of Yakima County. With the development of trails and their use by law-abiding citizens, it has been found in other areas of the state and the country that criminal activity in these areas has decreased. However, law enforcement agencies could work with property owners and trail users, to discuss safety, signage, barriers and other trail management topics.
7. Recommendations

This plan provides an overview of the trails in Yakima County, the extent of the trail system, the standards for trail design and other features. The following recommendations (along with the Goals in Chapter 3), are intended to identify actions that can now be taken to further and improve the trail system in Yakima County.

- Identify sites, corridors (open space, levees, irrigation canals, power transmission, surplus road right-of-way, etc.), and points of interest and trailhead locations prior to vacation, sale or divestiture of ownership.
- Identify potential linkages between the county trail system and existing public recreation lands owned by USFS, WDFW, DNR, BLM and support planning/development efforts for trail connections to those public recreation lands.
- Support trails planning and development within established jurisdictions of Yakima County, and linking community trails to broader county-wide trails system including privately developed trails like STAY (Single Track Alliance of Yakima)
- Partner with non-profits and other entities to develop trails.
- Support funding and development of the Naches Trail and Lower Valley Trail
- Support stakeholders in the planning and development of trails and linkages
- Consider trail corridors on both sides of the Yakima River
- Support completion of trails that are only partially constructed. These include:
  - S. Naches Road
  - Cowiche Canyon Trail
  - Upper Yakima Greenway
  - Terrace Heights Extension
  - Lower Yakima Valley Trail
  - Naches Trail
  - W.O. Douglas Trail
- Support the identification and development of these trail corridors:
  - Union Gap - Lateral A Corridor
  - Parker Community – Interstate 82 Corridor
  - Union Gap to Wapato – Hwy. 97 Corridor
  - White Swan to Toppenish – Rail Corridor
  - Sunnyside to Outlook to Granger – Rail Corridor
  - Granger to Zillah Rail Corridor
  - Wapato to Toppenish – Hwy. 97 Corridor
  - Mabton to Grandview Corridor – SR 241 Corridor
  - West Wapato Road Corridor
  - Yakima - Moxee Branch Line Corridor
- Support local, regional and state efforts to complete statewide trail system
- Support safety, education and enforcement efforts by law enforcement agencies, school districts, stakeholders and interest groups.
- Consider trail development or connection opportunities with any local, county, state or federally-funded transportation improvement.
8. Funding and Implementation

The current Transportation Improvement Plan (TIP) serves as the Strategic Transportation Plan (STP) for the County’s Capital Facilities Plan, so it is part of the Yakima County Comprehensive Plan, Plan 2015 as well. The State’s Growth Management Act requires that the list of projects in the STP must be financially feasible. Transportation revenue sources that are available for the maintenance, administration, operation, and improvement of Yakima County's transportation system are identified in the County’s Finance Plan. A review of anticipated revenues, budgeted program expenditures, a listing of transportation improvement projects, and a summary of local, state, and federal resources available to meet the identified transportation needs.

Local revenue sources include the Motor Vehicle Fuel Tax, County Road Levy, and Federal Forest Payments. Potential federal revenue sources include the Surface Transportation Program (STP) Regional Competitive, STP Statewide Competitive, STP Hazard Elimination, and STP Enhancement grant funds.

State revenue sources include the Urban Arterial Trust Account, Transportation Improvement Account, a bridge replacement program, County Arterial Preservation Program, and Rural Arterial Program. Additional revenue sources include grants from the Washington State Department of Transportation (WSDOT), payments from cities in Yakima County, and Road Improvement Districts (RIDs).

The Trails Plan’s success will be measured by whether Yakima County can implement the Plan’s recommendations. While some of the recommendations require relatively low cost policy, education, or enforcement changes, those that involve acquisition of right of way and ROW development will be more expensive.

Implementation Strategies

The following are strategies to help implement this trails plan.

The Recreation and Conservation Office (RCO)

This office creates and maintains opportunities for recreation, protects the best of the state's wild lands, and contributes to the state's efforts to recover salmon from the brink of extinction. A small state agency, the office supports five boards:

- Recreation and Conservation Funding Board (RCFB)
- Salmon Recovery Funding Board (SRFB)
- Forum on Monitoring Salmon Recovery and Watershed Health
- Washington Biodiversity Council
- Invasive Species Council

Pedestrian & Bicycle Safety (WSDOT)

The purpose of this program is to improve conditions for biking and walking and encourage “complete street” type projects that safely meet the needs of bicyclists, pedestrians, public transportation users and motorists, and also protect and preserve community environment and character. Recognizing that improvements to these streets and roads are critical to communities across the state, this program provides funds for transportation improvements that support infill
and redevelopment, intensify land uses, and connect housing and employment in order to improve the mobility and safety of Washington residents.

This grant program is intended to reduce the number of pedestrians and bicyclists killed or injured in traffic collisions while simultaneously helping to reach the state's goal of doubling the number of biking and walking trips.

Other consideration will be given to the following:

- Project delivery status (planning, environmental review, right of way acquisition, construction plans),
- Overlap with nationally designated Main Street communities, Main Street affiliates, or National Historic Districts that are also community main streets.
- Consistency with community plans
- Consistency with the federal principles of livability (EPA-HUD-DOT partnership) including:
  - Providing more transportation choices
  - Promoting equitable, affordable housing
  - Enhancing economic competitiveness
  - Supporting existing communities
  - Coordinating policies and leverage investment
  - Valuing communities and neighborhoods

**Sharing the Costs**
A financing strategy was recommended by the 1996 Parks and Open Space Advisory Committee that centers on four primary funding sources:

**Tax Incentives.** Yakima County’s Open Space Tax Program encourages preservation of agricultural and timber lands by reducing taxes on these lands. Open space lands other than those in agricultural and timber production can also qualify for reduced assessments if they provide some public benefit by being preserved as open space.

**Conservation Futures Levy.** The Parks and Open Space Advisory Committee recommended that the County initiate a conservation futures levy amount of $.05 per $1,000 assessed valuation. The money was only to be used for park and shoreline acquisition.

**Local General Obligation Bond.** While the Conservation Futures Levy can be used to purchase parkland, it cannot be used to develop parks. The best way funds could be developed in a reasonably short time would be with a tax supported General Obligation (G.O.) bond. It was recommended that the G.O. Bond only cover areas surrounding the park that is to be developed.

**Capital Improvement Fund.** This fund was established to plan for facility improvements that have been hindered in the past for budget reasons or for lack of matching funds for grant requests in the past. Because of the need to budget for park development, it was recommended that the County establish a set amount for park improvement and development through a capital improvements fund. The recommended amount was $100,000 annually. This money could also be used as leverage for grants as they become available.
**Recommendations**
The following new strategies are currently recommended for further spreading the costs of park development and open space acquisition:

**Establish a Task Force**
A Parks and Open Space Task Force should be established to help develop new strategies for financing the necessary future parks and open space.

**Non-Profit / Association Trail Maintenance Agreements**
Partnering with recreation-based non-profits and associations through trail maintenance agreements to maintain and repair trail infrastructure.

**Developer Incentives**
Providing developer incentives may effectively help to meet the costs of maintaining park facilities. An optional park fund donation in exchange for appropriate regulatory flexibility could allow developers and the community to mutually benefit.

**Non-Regulatory Incentives**
Incentive-based land use options, such as cluster development, the transfer of development rights, offering appropriate incentives to developers in exchange for open space or park land, or funds in lieu of parks and open space, and other incentives can help create open space.

**Land Use Planning**
The pattern of development planned by the comprehensive plan and development regulations (e.g., zoning ordinances, Critical Areas Ordinance) can help to preserve land for parks and open space.

**County Work Release Program**
As an alternative to jail time, offenders might provide community services such as working on a park maintenance crew or providing other recreation services.

The above strategies and funding sources will help to put Yakima County in position to meet the future demand for park and open space facilities.
## Capital Improvement Plan
The Yakima County Comprehensive Plan 2015; Yakima County Comprehensive Transportation Element identifies projects and funding that relate to the goals and recommendations in this plan.

<table>
<thead>
<tr>
<th>Year</th>
<th>Project</th>
<th>Action</th>
<th>Total Cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>Naches Trail Phase I/ Depot to Allen Rd.</td>
<td></td>
<td>$370,000</td>
<td>Completed</td>
</tr>
<tr>
<td>2008</td>
<td>Naches Trail Phase II/ Allen Rd. to Locust</td>
<td></td>
<td>$358,000</td>
<td>Completed</td>
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<tr>
<td>2011</td>
<td>Naches Trail Phase III/Locust to Low Rd.</td>
<td></td>
<td>$465,000</td>
<td>Completed</td>
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<tr>
<td>2014</td>
<td>Naches Trail Phase IV/ Lowe to Old Naches Hwy.</td>
<td></td>
<td>$1,610,000</td>
<td>[FUNDED] - Construction in 2014 (Yakima County)</td>
</tr>
<tr>
<td>2014</td>
<td>Powerhouse Rd Trail 40th Avenue to Cowiche Canyon Rd.</td>
<td></td>
<td>$275,000</td>
<td>[FUNDED] - Construction in 2015 (City of Yakima)</td>
</tr>
<tr>
<td>2015</td>
<td>Naches Trail Phase V/ONH to 40th Avenue</td>
<td></td>
<td>$200,000</td>
<td>Design in 2015 (Pending funding)</td>
</tr>
<tr>
<td>2016</td>
<td>Naches Trail Phase V/ONH to 40th and Fruitvale</td>
<td></td>
<td>$1,610,000</td>
<td>Construction in 2016 (Pending funding)</td>
</tr>
<tr>
<td>TBD</td>
<td>White Swan Park Signal Peak Rd (Vicinity)</td>
<td></td>
<td>TBD</td>
<td>Conceptual Design Completed - Seeking Preliminary Engineering &amp; Construction Funding</td>
</tr>
</tbody>
</table>
Appendices

A. Public Participation Comments

Public participation is the beginning of developing an understanding of demand and need for trails in Yakima County. The County hosted meetings in the north and south regions of the County to engage the community in a discussion about existing trail facilities, providers of those facilities, and the need for connections throughout the County.

The meetings were advertised in local papers, newsletters and on trail advocate websites and social media sites. The meetings were held at County facilities for the North County and at the Zillah Civic Center in Zillah for the south County.

While the Trail Plan is about County facilities, discussion addressed connections with existing and proposed trail improvements in the various jurisdictions within the County as well. A map, developed by the County showing existing and proposed regional trails was available for the meeting. This was presented to the community as a point of discussion, and a basis for identifying completed sections, proposed future sections and new ideas for trails. County staff knowledgeable in the areas of transportation, recreation, open space and storm water management gave brief overviews of their respective planning efforts relative to potential trail alignments and regional linkages. A map was also available in handout form showing Transportation Emphasis Routes that are under consideration by the Transaction team.

Trail advocates from various user groups attended the meetings, and shared their perspective on existing conditions and current and future trails needs. The following general categories of comments were heard:

May 21 and 22, 2014 Public Comment Responses:

- Purchase Railroad bed between Zillah and Granger
- Designate specific route for Lower Valley trail Task Force to help on.
- Konnowac Pass bicycle emphasis route
- Loop a route: Yakima – Moxee – Konnowac Pass - Union Gap
- Dedicated trail behind Ahtanum Youth Park
- East West corridor should be a bicycle emphasis route
- Entire South Naches Road should be a bicycle emphasis route
- STAY (Single Track Alliance of Yakima) want to see more Mountain Bike trails developed and they are very willing to work on that.
- Better signage needed from Chesterly Park Power House Canal trail for continuation on to the Greenway at Fruitvale and onto Myron Lake.
- Poor handicap access line up at Lincoln and 24th Ave.
- Trail Head snow removal needed for winter hikers
- Connection to Skyline trails from Buffalo road west of Selah
- Preferred routes need to be advertised for “Bike Packers” going through our County and looking for camping sites.
- Promote “Adventure Cycling” website for those wanting route information
- Connect Moxee to Greenway
- Build proper bike lane over Konnowac Pass
• Utilize abandoned rail bridge near Renegade Raceway to bring Greenway to Lower Valley
• White Swan park community survey emphasized a need to construct a walking path in this park and perhaps through White Swan
• A bicycle path from this park to the Fort Simcoe State Park may be popular
• A loop along county roads may facilitate a trail and in general a trail connecting Wapato to Harrah to White Swan may be popular
• Is it necessary to chip seal the shoulders of the Yakima Valley Highway. The shoulders become so rough it is almost impossible to ride on with a road bike(120 psi)
• White Swan Park is wanting to develop walking and cycling paths and this is an expensive endeavor, any assistance would be appreciated
• The Lower Valley Pathway Association welcomes participation from all Lower Valley Communities from Zillah to Grandview to add and improve pathway
• Attempt to purchase any existing large segments of rail bed before separation
• Perhaps publish a good trails pamphlet of trails in the valley
• How do we educate our community about the economic and quality of life that trails create.
• Perhaps we need a promotional video showing the before and after impact of trails on communities such as Wallace, Idaho. (Similar to Leavenworth’s transformation after adopting the Bavarian theme)
• Coupled with wine tourism bicycle trails are a perfect fit for the Yakima valleys mostly flat terrain and mild climate
• Pave the road from Weikle to the Cowiche Canyon trailhead parking lot and the parking lot itself
• Extend the Cowiche Canyon trail from Weikle to Tieton on old rail corridor
• Please put a high priority on trail, pathway, bike lane connectivity
• If we make Yakima County more pedestrian and bicycle friendly more people will use trails and paths then generate less wear and tear on roadways and be healthier
• The more trail interconnectivity the better, not only with in the County but with other counties as well
• Don’t like the Plan (Yakima Loop 27.5 miles)
• Trails should include some discussion on recreational hiking to include snowshoeing and cross country ski trails
• Trail easements at Lookout Point to connect with William O. Douglas Trail
• Bike to School, safe routs and secure places to park a bike would get more kids moving, save parents transportation time and reduce fear of being in the community
• I support shoulders far more than bike lanes and I applaud the efforts to simply expend roads so there is more safety for motor vehicles an bicycles
• Two issues that have limited my ability to cycle commute around Yakima are puncture vines (goat heads) and loose aggressive dogs
• Expanding cycling paths and connectivity is great but if one is unsafe due to feral animals or ripping up tires regularly, those paths will end up going unused
• Kudos to your plan of expanding-connecting the trail systems in the valley
• I really like the existing and proposed trails
• Suggest you establish a citizen organization/committee to help you prioritize incorporating the proposed trail segments
• Need to expand on incorporating parking/toilets at trailheads
• Think about including security cameras at major parking areas as needed
• Need to have a clearly thought out maintenance plan – who will do it?
• Trail level of service standards are outdated – it is based on 1996 standards
• The trails inventory includes all trail mileage and it should be separated into existing/proposed
June 9 – June 20 Survey Monkey Survey Responses:

- I prefer to have a jersey barrier between bike lanes and car lanes. 6/23/2014 8:15 AM
- We really need more bike friendly streets in the city. 6/22/2014 11:03 PM
- Need more Bike Routes. Need to use smaller size rock when the county BST roads to make a smoother riding surface. 6/20/2014 1:09 PM
- William O Douglas Trail at Selah Gap would be a great addition to the trail system hereabouts. 6/19/2014 7:27 PM
- Our current greenway is a gem. The Naches extension will dramatically improve it as well. I would like to see bike lanes on 1st st, 16th, 40th, and Summitview/Yakima Ave. I would also like to see bike lanes on the roads going through the Zillah wine country. 6/19/2014 10:33 AM
- in my perfect biking world I would wish for designated raised bike lanes, green designated bike configurations that are being developed in Portland and Seattle, bike specific traffic lights...we'll get there with consistent forward steps holding a larger picture of bike/road development for varied means of transportation for the peoples of Washington. 6/19/2014 7:35 AM
- Would love to see bike lanes for commuter routes in city of Yakima. 6/19/2014 3:49 AM
- Thanks for asking. Please work on trail connectivity and completing the William O Douglas trail. 6/18/2014 10:42 PM
- The city /county should link the old trolley lines & use them for bike/walk paths. Starting with Wiley City. If not done soon, these properties will be lost & inaccessible forever. 6/18/2014 9:30 PM
- I’d particularly like more trails that allow commuting separate from vehicle roads from West Valley to downtown or YVCC. 6/18/2014 9:23 PM
- City and county staff and electeds care little about trails. It is next to impossible to ride a bike to work due to awful street conditions. 6/18/2014 9:22 PM
- Trails outside of USFS and WDFW land are adequate -- hiking and biking trails are much needed outside of state and federal lands in the vicinity of Yakima and surrounding towns. Connecting trails and bike lanes so that we can access areas without the need to drive or get on roads without sidewalks or bike lanes is important to our family. 6/18/2014 8:49 PM
- Would like to see connecting trail between Yakima and Selah along west side of trolley line. 6/18/2014 8:44 PM
- Another problem is safety especially for a single female. I have to be careful of the time of day I go on some of the trails or some of the parking lots are prone to car break ins. I commute to work on my bike. I follow the rules, am visible with my clothing and bike lights/reflectors but still have too many close calls. Or I get yelled at by drivers. What's supposed to be a way for me to relieve stress from work doesn’t always work. Thank you for your work! 6/18/2014 6:27 PM
- I strongly believe our county needs more trails for recreation and alternative forms of transportation! This is extremely important for the health and wellness of our people and environment. 6/18/2014 2:19 PM
- Trail systems for walking and biking are one of the things that attract good people to a community. 6/18/2014 12:53 AM
- Given that we will soon have a trail to Naches, the next focus should be a trail along the river to Harrison Road. 6/18/2014 12:02 AM
- love to see a bike path from Sunnyside to Zillah 6/18/2014 11:50 AM
• Safety while cycling is my primary concern. Dedicated routes where there are not conflicts with automobiles are needed if we want to encourage healthy lifestyles. 6/18/2014 9:52 AM

• Bikes Belong on almost all roads throughout Yakima City and Yakima County, narrow sections of Interstate excepted. The MOST ridiculous signs warn motorists to watch for bicycles for the next three miles. Then what are we to do after 3 miles? 6/18/2014 9:21 AM

• Not only for transportation but also for tourism it is essential that Yakima expands the trails infrastructure of our valley. 6/18/2014 8:35 AM

• I think it is very important for Yakima to have better bike lanes that are clean and usable. I think it is very important to have convenient walking/running paths for users. It is great to see people out walking to stay healthy. 6/18/2014 8:29 AM

• If each new road, or repaved road, had a requirement that a decent shoulder be added, not only would the commuting trail problem be solved, but it would be safer for motorists as well. 6/18/2014 7:51 AM

• I would like to see an uninterrupted walking/biking trail run from the NW corner of the county to the SE corner. THAT would be a tourist draw! 6/18/2014 6:01 AM

• Terrace Heights and Moxee are the fastest-growing areas of Yakima County and are so close to the existing Greenway infrastructure that it seems natural (and fairly easy) to make better connections between those areas and the Greenway. 6/18/2014 5:56 AM

• Yakima is a wonderful natural landscape that lends itself perfectly to bike travel. What better way to address obesity rates and environmental pollution, ease traffic congestion than to bolster bike routes! Thanks for taking the time to look into this issue. 6/18/2014 3:20 AM

• It would be nice to connect the features that Yakima does have in a cohesive fashion. We have what seems like a large number of untapped resources or wasted space. The county will only survive if we focus on the outdoors as mere places for growing fruit. In order to thrive, we need to focus on recreation. 6/17/2014 10:10 PM

• Please make trailheads better and safer to park in and my family would use them more. I’m not leaving my car there just to get it broke into... 6/17/2014 2:41 PM

• Yakima County should promote recreational trail use on County-owned land at the confluence of Yakima River and Naches River 6/17/2014 1:24 PM

• I Look Forward To Our Community Being More Bike-Friendly. 6/17/2014 6:15 AM

• Include trail along east-west corridor to extend powerhouse canal pathway to the greenway and further into terrace heights. 6/16/2014 11:47 PM

• Stay group are awesome trail builders 6/16/2014 10:16 PM

• The mountain bike trails at Rocky Top are great but would also be nice to have more less technical trails that would be family appropriate. 6/16/2014 8:06 PM

• What STAY has done with rocky top is simply amazing! 6/16/2014 7:46 PM

• The greenway, cowiche canyon, and rocky top are awesome! I would love to see more explanation, connections, and bike lanes on streets. 6/16/2014 6:30 PM

• Extending the greenway through lower valley and down the old highway is a great idea! Having more mountain biking areas would greatly increase my happiness levels. 6/16/2014 6:28 PM

• Adding bike lanes to the road will improve safety for sure. Even paint the holder lanes will help. Along Washington there is no fog line that separates the car lane to the bike lane. 6/16/2014 5:26 PM

• Need to improve more existing trails for trail users safety:-) thanks... 6/16/2014 5:14 PM

• Trails, trails, trails! There is nothing to lose by adding more variety in both type and location. If we want people to come to Yakima as a destination let's give them a wider range of choices
on how to spend their time outdoors. And since Yakima appears to be one of the most unfit cities in the United States, let's give our residents a bigger incentive to get out and move. 6/16/2014 4:44 PM

- Trails provide a healthy activity for people of all ages which could potentially 6/16/2014 4:22 PM
- Extending the greenway to include all the riparian areas of the streams and rivers. 6/16/2014 3:57 PM
- There is lots of potential right here!!!!!! Let's get it done. There needs to be the ability to have user specific trails such as hiking only and mountain biking only. Bike lanes need to done correctly to be safe and effective... 6/16/2014 3:29 PM
- I strongly feel it is important to keep existing trails open and to allow new trails to be created to ease congestion on existing trails. I think trails are important for accessing public lands 6/16/2014 3:14 PM
- trails should go thru ALL the cities/towns in the valley. even the smaller cities have nice views and areas that are never appreciated by others because there are no trails leading thru 6/16/2014 11:43 AM
- While I would like to see more bike lanes or separated bike paths, I strongly disagree with removing existing general purpose lanes to provide them. Bike lanes should be in addition to our existing traveled lanes. That also pits bicyclists against motorists. If we cannot afford to provide bike lanes without removing existing lanes, we should wait until we can afford to do it right and do the best we can prior to that. 6/16/2014 10:40 AM
- Safety is a big concern on some of the existing trails as well as the distance from where I live in West Valley to go to them. 6/16/2014 9:49 AM
- Before creating new trails, connect the existing ones first. As in the Naches to Yakima trail and that to the Cowiche Canyon trail. Also could you fix up what we currently have? Such as, paving that Weikel trailhead parking lot to the Cowiche Canyon Trail and the road leading to it from Weikel Rd. That area really could use some help! 6/16/2014 8:42 AM
- Please expedite the trail to Natches. Powerhouse road from Fred Meyer to Ackley is not bike friendly! 6/16/2014 6:38 AM
- I would like to thank the County for improving Selah Loop road in Selah from the High School north to the Round About. Although I personally rarely use the sidewalks included in this improvement, a great many others use the sidewalks for exercise or just walking their dogs. It has got to be the most used sidewalks in the County. 6/16/2014 6:38 AM
- Any additional trails should be paid for only by the user. 6/16/2014 6:17 AM
- I think we have plenty of spaces and places to walk, and back roads are great for road biking but mountain biking and hiking trails are in limited supply. 6/13/2014 11:16 AM
- I am very in favor of developing the old railroad grade along the Yakima Valley Highway in Zillah as a walking & bike trail. 6/13/2014 9:57 AM
- not a trail user. However they are great for the community. 6/13/2014 9:30 AM
- I am finding that car and truck drivers are becoming more and more aggressive on city and county roads as congestion increases. Please do whatever you can to build more trails that are safe from traffic that my family can enjoy. Thank you! 6/13/2014 8:15 AM
- I'd like to see more pathways within communities rather than between two communities. We have to start with trails in cities to connect them to other communities. 6/13/2014 8:13 AM
- Thanks for allowing the community to voice their opinions! 6/13/2014 7:26 AM
- Need to connect communities on SR 22 6/12/2014 6:32 PM
- A greenway from Granger to Fort Simcoe would be nice. 6/12/2014 4:31 PM
• Trails are important not only to me personally but to help bring economic development to the county, particularly as another activity for tourists. 6/12/2014 3:15 PM

• Not only is it important to provide additional trails, but existing trails need safer and more frequent access points. The County should work closely with the cities to jointly create those transition points between city limits and county jurisdiction. Services shouldn't end or take a nose-dive in quality when getting to a jurisdiction line. Most people do not care where those lines are, only that the services are provided. Fostering a "same-team" mentality between the County and Cities will be a benefit to all residents, regardless of what jurisdiction they live in. 6/11/2014 8:45 AM
B. City Transportation Improvement Projects
As the cities in Yakima County complete their individual trails plans, it is the intention that they be referenced in this Plan. This will help to ensure that all the trails plans are coordinated into a total trails system (county and cities). Additionally, when the jurisdictions seek funding, each is seen to be supporting and coordinating with one another.

City of Grandview:
Project Summary:
Sidewalk on Forsell Road from Wallace Way to Euclid Road to complete gap in the existing sidewalk system. 900 linear feet sidewalk.
Project Amount:
$328,800 - [FUNDED in 2013]
Urban/Rural: Rural

City of Granger
Project Summary:
Replace old sidewalk in downtown area to provide safe access to businesses. Main Street from E. 1st Street to E. 2nd Street.
Total Project Amount:
$138,625
Urban/Rural: Rural

City of Mabton
Project Summary:
A) Construct 1,300 feet of sidewalk and asphalt pathway along Vance Rd. from Washington St. to Monroe St. and B) Construct 1,200 feet of asphalt pathway along 3rd St., Fern St. and Rose St.
Total Project Amount:
$275,000
Urban/Rural: Rural
City of Moxee

Project Summary:
Remove existing street trees and uneven sidewalk on Seattle Avenue and replace with new sidewalk and street trees, including root barriers to prevent future sidewalk breakage and heaving.

Total Project Amount:
$274,800

Urban/Rural: Urban

Town of Naches

Sinclair Sidewalk Extension

Project Summary:
Construct 800 linear feet of new sidewalk along Sinclair Avenue and the West side of Naches Middle School, connecting to the Naches Trail.

Total Project Amount:
$160,000

Urban/Rural: Rural

Allen Road / Clemans Park Pedestrian Overpass.

Project Summary:
Connecting Naches Trail to Clemans’ Park with a pedestrian bridge of SR12.

Total Project Amount:
$ 1.7 Million

Urban/Rural: Rural
City of Selah

Project Summary:
Construct 1,000 linear feet of sidewalk on Wernex Loop, which serves as the main entrance to Selah Middle School and connects the Middle School to the High School.

Total Project Amount:
$246,400–
[FUNDED in 2013]

Urban/Rural: Urban

Greenway Extension to Selah Playland Park

Project Summary:
Construct paved pathway connection b/n Playland Park Facility to Yakima Greenway Trail.
Scheduled for 2017.

Total Project Amount:
$500,000

Urban/Rural: Urban

City of Sunnyside

Project Summary:
Constructing 450 linear feet of sidewalk to complete sidewalk gaps on the east side of 16th Street.

Total Project Amount:
$177,775 –
[FUNDED in 2013]

Urban/Rural: Rural
City of Tieton

Project Summary:
Construct 1,290 feet of sidewalk along Newland Place, Maple Street, Elm Street, and Wisconsin Avenue. Storm water catch basins and drywells will be constructed where needed.

Total Project Amount:
$265,000 – [FUNDED in 2013]

Urban/Rural: Rural

City of Toppenish

Project Summary:
Repair and restoration of the Toppenish Northern Pacific Railroad Depot using historically appropriate materials to the original design of the structure; including repair and/or replacement roofing, windows, and sandstone façade elements.

Total Project Amount:
$275,000

Urban/Rural: Rural

City of Union Gap

Project Summary:
Complete 1,500 foot gap in sidewalk system along the north side of Ahtanum Road. Including sidewalks, ADA curb ramps, retaining walls, and patching.

Total Project Amount:
$272,750

Urban/Rural: Urban
**City of Wapato**

**Project Summary:**
Construct 1,800 linear feet of sidewalk along 9th Street in front of Satus Elementary School. The project will close the final gap of the sidewalk.

**Total Project Amount:**
$180,000

**Urban/Rural:** Rural

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**White Swan Community**

**Project Summary:**
White Swan Community and Mt. Adams School District plan for a new park located across from the High School / Middle School Campus along Signal Peak Road with paved trails and recreational development. The park would connect to a proposed trail located in the vicinity of the White Swan Branch Line (Rail Corridor) owned by Yakima County.

**Total Project Amount:**
To Be Determined

**Urban/Rural:** Rural
City Of Yakima

Project Summary:
Construct extension of 3,200 linear feet of sidewalk on Powerhouse Road. This project would fill in the gap and connect the William O. Douglas Trail to the Yakima Greenway and the City’s Powerhouse Trail.

Total Project Amount:
$275,000 - [FUNDED In 2013]

Urban/Rural: Urban

City of Zillah

Project Summary:
Safe routes to Hilton Elementary and Zillah Intermediate Schools. New construction: 970 feet of sidewalk and ADA compliance ramps along 1st Street – W. 3rd Ave. to 4th Ave.; W. 3rd Ave – 1st St. to 2nd St.; and 2nd St. – 2nd Ave to 3rd Ave. 810 feet of sidewalk replacement and ADA compliance along Donald St – F St to 4th Ave.; and 2nd St. – 2nd Ave. to F St. Alternate – Construct 320 feet of sidewalk along 1st St. – 2nd Ave to W. 3rd Ave.

Total Project Amount: $292,295

Urban/Rural: Rural
C. City Trail Plans

As the cities in Yakima County complete their individual trails plans, it is the intention that they be referenced in this Plan. This will help to ensure that all the trails plans are coordinated into a total trails system (county and cities). Additionally, when the jurisdictions seek funding, each is seen to be supporting and coordinating with one another.

Naches – Allen Road Pedestrian Overpass, connecting Naches Trail to Cleman’s Park

Tieton – No plans developed per jurisdiction.


Yakima – City of Yakima Urban Area Plan, 2025, Yakima Urban Area Comprehensive Plan 2025, Parks and Recreation Comprehensive Plan 2012 to 2017

Moxee – Preliminary plans to use Beaudry Rd. connecting to the Greenway

Union Gap – Parks Comprehensive Plan, 2008

Wapato – City of Wapato Comprehensive Plan, 2009

Harrah – Town of Harrah Comprehensive Plan, 1995

White Swan – Preliminary Design Site Map. Connect White Swan Park trails using rails corridor through Harrah to Toppenish


Toppenish – City of Toppenish Comp Plan, Transportation Element: Goal 7

Granger – No plans developed per jurisdiction.


Mabton -- City of Mabton Transportation Improvement plan 2015 – 2020


Yakama Nation – Long Range Transportation Plan – 2014
D. YVCOG Regional Sidewalk Inventory
Prioritization Criteria and Methods: Update

The aim of the YVCOG sidewalk inventory is to produce maps that will assist jurisdictions in identifying and prioritizing where improvements are most needed to existing sidewalks, and to provide support for funding requests to address sidewalk deficiencies.

YVCOG is using existing Transportation Improvement Board spatial data to map sidewalks in GIS. Future development of the sidewalk inventory will expand on this base information. The TIB sidewalk data are for jurisdictions less than 5,000 and include:

1. Condition of sidewalks:
   a. Good: No hazards like difference settlement, cracking, spalling, etc.
   b. Fair: Some minor defects exist that can be repaired to make it in good condition
   c. Poor: Beyond repair and will need to be replaced

Four categories of activity centers (“pedestrian attractors”) are also being mapped. These include (in order of “importance” to pedestrians):

1. Schools
2. Civic facilities (post office, library, city hall, community center, museum)
3. Neighborhood retailers (grocery stores, hardware stores, other small retailers)
4. Parks

Prioritizing where sidewalk improvements are most needed is being completed with the following steps:

1. Points are assigned to the following:
   a. pedestrian attractors based on importance (higher importance as attractors = more points)
   b. sidewalk condition (poor condition = more points)
2. GIS is used to identify the areas within ¼ mile of pedestrian attractors.
3. Pedestrian attractor points + condition points within ¼ mile of pedestrian attractors = score that will determine priority.
4. Areas with the highest number of points will have the most pedestrian attractors, and poorest condition sidewalks. These will be considered highest priority for funding.

After completion of the initial analysis, maps are being provided to the jurisdictions to review and comment. We are requesting additional feedback on the location of existing ADA improvements in order to potentially include ADA improvement needs into the analysis.
BOARD OF YAKIMA COUNTY COMMISSIONERS

IN THE MATTER OF ADOPTING
THE PROPOSED 2014 YAKIMA
COUNTY TRAILS PLAN

RESOLUTION 272-2014

WHEREAS, the Yakima County adopted a Comprehensive Trails Plan in 1996 and updated the plan again in 2008; and,

WHEREAS, the existing trails plan requires updating to remain current; and,

WHEREAS, Plan 2015's Goal POS-RF 3 states, "Provide parks, open space, trails, and other recreation facilities that will meet the County's interests and needs in a cost-effective manner.;", and,

WHEREAS, Yakima County held public meetings on May 21, 2014 in Yakima and May 22, 2014 in Zillah, where residents of Yakima County participated in the development of the proposed 2014 Yakima County Trails Plan, the board conducted a properly noticed hearing on the proposed 2014 Yakima County Trails Plan on July 8, 2014; and,

WHEREAS, The Yakima County SEPA Official issued a Determination of Non-Significance (DNS) for the proposed 2014 Yakima County Trails Plan on July 3, 2014 and the comment period of said (DNS) closed on July 24, 2014; and,

WHEREAS, the proposed 2014 Yakima County Trails Plan is consistent with and would assist implementation of Plan 2015’s goals and policies; and,

WHEREAS, adoption of this new plan would make Yakima County eligible to receive grant funding from the Washington State Recreation and Conservation Office (RCO); now, therefore,

BE IT HEREBY RESOLVED by the Board of County Commissioners of Yakima County, Washington, that the proposed 2014 Yakima County Trails Plan be adopted.

BE IT FURTHER RESOLVED that the Capital Improvement Plan in the 2014 Yakima County Trails Plan be incorporated by reference into the Yakima County Capital Improvement Plan.

DONE this 29th day of July, 2014

Kevin J. Bouchey, Chairman

J. Rand Elliott, Commissioner

Michael D. Leita, Commissioner

Attest: Tiera L. Girard
Clerk of the Board

Constituting the Board of County Commissioners for Yakima County, Washington