

The Ellensburg Chamber of Commerce proposes to the Interim Committee on Highways, the following resolutions:

THAT, there is now under consideration by various organizations and individuals, the best allocation of available State and Federal funds, so as to procure the most efficient and safest highway routes and roadways for the citizens of the State of Washington and of the United States.

THAT, the appalling death and property toll resulting from automobile accidents upon highways of the United States within the last several years has amply demonstrated that two lane highways are no longer adequate as major arteries.

COMPILATION OF REQUESTS

For

THAT, the major east and west highway in the State of Washington, is US Highway 10, which runs from Seattle to the Washington-Idaho border.

State Highway Improvements in the 4 County Area

Of

THAT, said highway had been made a four lane highway from Seattle, Washington to Easton, Kittitas, Klickitat, Yakima and Benton, Grant County to Spokane, Washington.

THAT, the major east and west highway in the State of Washington, is US Highway 10, which runs from Seattle to the Washington-Idaho border.

To---Mrs. Julia Butler Hansen, Chairman
State of Washington Joint Fact Finding Committee
on Highways, Streets and Bridges

THAT, such Highway 10 would be in a position to provide for the increased traffic that will be produced by the Wanapum Dam that will shortly be completed.

From-South Central Washington Roads Association

Executive Committee

THAT, the major east and west highway in the State of Washington, is US Highway 10, which runs from Seattle to the Washington-Idaho border.

Howard H. Peterson, President	- Yakima
Kenneth W. Robinson, Vice Pres.	- Sunnyside
George B. Nesbitt, Sectry-Treas.	- Goldendale
John Killian	- Ellensburg
Walter Hallauer	- Wapato
Warren Scott	- Zillah
Clarence Williams	- Toppenish
Marion Emerick	- Granger
Royal Womach	- Grandview
Francis Moore	- Prosser

THAT, each of the suggested routes would be of great benefit to the population growth of a tourist industry.

Submitted May 16, 1958 - Yakima, Washington.

THEREFORE, be it further resolved that Route 2 "Eye" from Ellensburg to Lauderdale Junction be immediately improved, and that the Legislature provide necessary funds.

Respectfully Submitted,

John Killian, Ellensburg's
Representative, South Central
Roads Committee



The Ellensburg Chamber of Commerce proposes to the Interim Committee on Highways, the following resolutions:

THAT, there is now under consideration by various organizations and individuals, the best allocation of available State and Federal funds, so as to procure the most efficient and safest highway routes and roadways for the citizens of the State of Washington and of the United States.

THAT, the appalling death and property toll resulting from automobile accidents upon highways of the United States within the last several years has amply demonstrated that two lane highways are no longer adequate as major arteries.

THAT, the major east and west highway in the State of Washington, is US Highway 10 commencing at Seattle, Washington and ending at the Washington-Idaho border. (*State highway #7*).

THAT, said highway had been made a four lane highway from Seattle, Washington to Easton, Washington and from Burke Junction, Grant County to Spokane, Washington.

THAT, the present route of US Highway 10 from Easton, Washington to Burke Junction, is the most practical direct route as it does not require the negotiation of any mountain passes.

THAT, such Highway 10 would be in a position to provide for the increased traffic that will necessarily be produced by the Wanapum Dam that will shortly be under construction.

THAT, Route 2 "Eye" from Ellensburg to Lauderdale Junction should be immediately improved so as to allow an orderly rerouting of traffic during the period that the CleElum-Ellensburg Section of Highway 10 is being changed into a four lane highway. This has an additional advantage of reducing the mileage from California to British Columbia by approximately 10.4 miles.

THAT, each of the following suggested routes would best serve the population growth of areas and the tourist industry.

THEREFORE, be it resolved that the four lane program of US Highway 10 be continued so as to, as soon as possible, connect Easton and Burke Junction by a route generally the same as the route now followed by the present US Highway 10, and that the Legislature provide necessary funds.

THEREFORE, be it further resolved that Route 2 "Eye" from Ellensburg to Lauderdale Junction be immediately improved, and that the Legislature provide necessary funds.

Respectfully Submitted,

John Killian, Ellensburg's
Representative, South Central
Roads Committee

Schmiedler

The Yakima Chamber of Commerce statement to the Interim Committee on Highways, Streets and Bridges proposes;

- A. That the Legislature provide adequate funds to complete the unimproved portions of State Secondary Highway 11-A.
- B. That necessary steps be taken by the Legislature to provide for the construction of the Washington approach to the proposed Maryhill Bridge across the Columbia River.
- C. With regard to the 132 mile defense road linking Ellensburg with Pendleton:
 - 1. That our State Legislature memorialize Congress to provide funds for the construction of authorized portions of the 1,000 mile addition to the Interstate Highway System;
 - 2. That the Washington State Legislature add to the state highway system those portions of this defense road south of Mabton to the Columbia River which are not now on the system.
- D. That funds be appropriated for that segment of State Secondary Highway 3-B between White Swan and Fort Simcoe for the purpose of surveys, acquisition of rights-of-way, resurfacing and partial oiling.

To: Mrs. Julia Butler Hansen, Chairman
State of Washington Joint Fact Finding
Committee of Highways, Streets and Bridges.

From: South Central Washington Roads Association

There has been a tremendous increase in traffic on State Highway #3A from Toppenish to the City of Yakima. The section of highway from Toppenish to Wapato has become increasingly hazardous because of the moving of crops from the Reservation to the canning plants and sugar refinery in the Toppenish, Zillah and Wapato area. At the peak of the harvest season the U & I Sugar Company reports there are at least 600 trucks during an 8 hour day that use State Highway #3A or across Highway #3A at the Toppenish intersections.

The peak of the harvest season comes at the height of the tourist travel. State Highway #8, part of U.S. Highway #97, has been designated as the Pan American Highway. There will be increasingly greater tourist traffic on this highway as it serves all points between Mexico City and Fairbanks, Alaska. In as much as a considerable portion of this traffic will follow State Highway #3A, which is now alternate U.S. Highway #97, it will further congest the traffic on State Highway #3A going toward the City of Yakima.

State Highway #3 between Donald and Granger is a vital link in the Yakima Valley highway system. It is used extensively as a trucking route for valley produce. There is a demanding necessity for straightening out the many curves and widening the narrow shoulders of this portion of State Highway #3.

The accident rate on each of these highways is very high because of the many slow moving vehicles.

The South Central Washington Roads Association recommends your serious consideration of 4-laning State Highway #3A from the junction of State Highway #8 at Toppenish to the South Wapato Road and the modernization of State Highway #3 between Donald and Granger.

Submitted May 16, 1958, Yakima, Washington

Clarence R. Williams, Chairman Road Committee - Toppenish Chamber of Commerce
Warren Scott, Chairman Road Committee - Zillah Chamber of Commerce
Walter A. Hallauer, Chairman Road Committee - Wapato Chamber of Commerce

*also
Zillah + Wapato
betw Wapato + Inter 97
wid + st*