

Yakima to Spokane
via

White Bluffs and Lind

Proposed
YAKIMA=
WHITE BLUFFS=
LIND
State Highway

**Shortest Possible Route,
Spokane to Yakima**

A Brief, Outlining the Reasons Why
A New State Highway Between Ya-
kima and Lind, via White Bluffs,
Should Be Added to The State High-
way System.



1 With the opening of the Naches Highway, the future opening of the White Pass and Mt. Adams Highways, in addition to the roads now centering at Yakima, there has developed a very great need for a short, direct and fast route between Spokane and Eastern Washington points, to Yakima and Coast points reached via the above mentioned roads.

A road between Yakima and Lind, via White Bluffs, tying into the Central Washington Highway at Lind answers this need.

2 The scenic Naches Highway is attracting many sightseers, a count over a ten-hour period on Labor Day, 1932, recording approximately three thousand cars using the route. Tourists visiting the National Parks, Glacier, Yellowstone and Mt. Rainier, will find the Yakima-Lind route a most desirable short cut which will at the same time permit them an inspection of the wonderful irrigated agricultural development of the Yakima Valley, which to eastern tourists is one of the greatest attractions of Washington.

3 This route would also shorten the distance between Spokane and Portland, and when the Mt. Adams Highway is complete this would be an added attraction.

4 The road via this route shortens the distance between Yakima and Spokane approximately 40 miles as against the route via Ellensburg and Vantage Bridge and approximately 45 miles as against the Pasco route. A bridge at White Bluffs would be about mid-way between these two routes.

5 A road laid out on this route would be an exceptionally fast one by reason of the contour of the country, the long stretches of straight road and easy grades. If present demands indicate anything it will not be long until the present speed limit is raised and the demand for such a fast road across this part of the state will be even greater than at present.

6 The grade from the east side of the Columbia River to the plateau east of the river is without doubt the best grade between Pasco and Wenatchee.

7 The location, at White Bluffs, for a bridge is very good as the river is comparatively narrow at this point, being 1560 feet between banks, and on the west side the river bed runs out in a shallow gravel bar, leaving approximately six hundred feet for the main river channel.

8 One of the reasons given by two of the boards of county commissioners in counties through which this road goes for not hard-surfacing it was that it would attract such a large amount of through travel, the counties could not afford to maintain it.

9 It would draw commercial and tourist travel and serve as a farm-to-market road for the fruit districts of the Yakima and Priest Rapids Vallies to the grain growing sections of the eastern part of the state and for the grain growers to the fruit sections.

10 Its location is such that there would be a minimum of snow interference in winter, there being no deep cuts and no high elevations.

11 The building of a bridge at White Bluffs would serve to connect existing roads, north and south along the Columbia River, to good advantage.

12 The amount of maintenance saved on the other routes by reason of shortening the distance of travel, between Yakima and Lind, points of heavy travel, is an item well worth taking into consideration. As is also the item of relieving congestion which at times exists on the routes now in use.

13 Except at some points where it might be desirable to re-route, to a small extent, the right-of-way has all been secured and is now in use, and where such changes might be desirable it is all open country and the cost of any new right-of-way would be negligible.

14 Surfacing materials are readily at hand along the route. Very little grading is necessary by reason of the level nature of the country.

15 The route has some historical interest as it generally follows the old Federal Trail between Fort Simcoe and the Spokane country, the crossing of which was at White Bluffs, and there now remains on the east bank of the river near the White Bluffs Ferry landing part of one of the Hudson Bay posts.

16 The road ties in well with a number of other roads, for instance, with the Sunnyside road at a point twenty-five miles west of the Columbia River, with the north and south roads along the Columbia River, and with the roads leading to Colfax and Pullman, as well as those to Odessa and Ephrata.

17 All of the present route is hard-surfaced except 14 miles between the Columbia River and Othello and 16 miles between Moxee and the Benton County line. Any recommendations for construction should contain a provision for work on these sections, first.

18 There is a good ferry at White Bluffs capable of handling four large cars at a time and crossing in ten minutes at high water, which could serve until such time as bridge would be in order.

The following organizations endorse the Yakima-White Bluffs-Lind road and urge its early addition to the State Highway System:

Board of County Commissioners of Benton County

Bremerton Chamber of Commerce

Cheney Commercial Club

Harrington Commercial Club

Lind Community Club

Moxee Business Men

Othello Chamber of Commerce

Raymond Chamber of Commerce

Ritzville Commercial Club

Southwestern Washington Good Roads Association

Spokane Chamber of Commerce

Toledo Commercial Club

White Bluffs Commercial Club

Yakima Chamber of Commerce

THE YAKIMA-WHITE BLUFFS-LIND-SPOKANE HIGHWAY.

FOREWORD:

In advocating the proposal for the construction and improvement of the Yakima-White Bluffs-Lind-Spokane highway as a part of the state highway system, the proponents of the project have considered it from the standpoint of the state highway system as a whole, its service to residents of the state and as an economic measure. Because of its undisputed merit in these aspects and its comparative ease and inexpensiveness of construction, it is felt that this much needed unit will justify and recommend itself to the favorable consideration of every resident of the state who seriously considers the necessity for a safe, direct and economical system of highways for travel and transportation.

WHAT IT IS:

The Yakima-White Bluffs-Lind-Spokane route provides a direct connection between Yakima and Spokane. It utilizes the present paved highway from Yakima to Moxee and then follows the general alignment of the Moxee- White Bluffs road to the Columbia River from whence it takes a direct alignment to Lind where it connects with state highway number eleven.

WHAT IT DOES:

The Yakima-White Bluffs-Lind-Spokane highway serves a definite need for Spokane and eastern Washington points by providing a direct connection with the year round trans-state routes which center at Yakima. This service will extend itself to include southwestern Washington with the completion of the White Pass highway now under construction.

MILEAGE SAVING:

From:	To:	Via:	Miles:	Saving via White Bluffs- Lind:
Yakima	Spokane	Ellensburg	242	43 miles
Yakima	Spokane	Pasco	238	39 miles
Yakima	Spokane	W. B.-Lind	199	- - - - -

Approximately nine miles additional can be saved by realignment.

ECONOMIC SAVING:

The reduction of mileage between Yakima and Spokane made possible by the construction of this highway will result in a saving of approximately one and one-quarter hours driving time between these two points.

Using the arbitrary cost figure of five cents per mile the actual money cost per car will be \$1.95 less than the Pasco route and \$2.15 less than the Ellensburg route.

WHAT IS INVOLVED:

The incorporation of this highway into the state system will require approximately 15 miles of new construction and 18 miles of reconstruction. Figured at \$4500.00 per mile would cost \$148,500 which, with \$250,000 allowed for oiling the total distance, would make a total cost of under \$400,000 for the completed project which lies within the five counties of Yakima, Benton, Franklin, Adams and Grant.

RIVER CROSSING:

Excellent ferry service is now maintained at White Bluffs.

TERRAIN:

The highway will traverse an area of level plateau which will permit easy and comparatively inexpensive construction.

TRAFFIC FLOW:

This highway will provide:

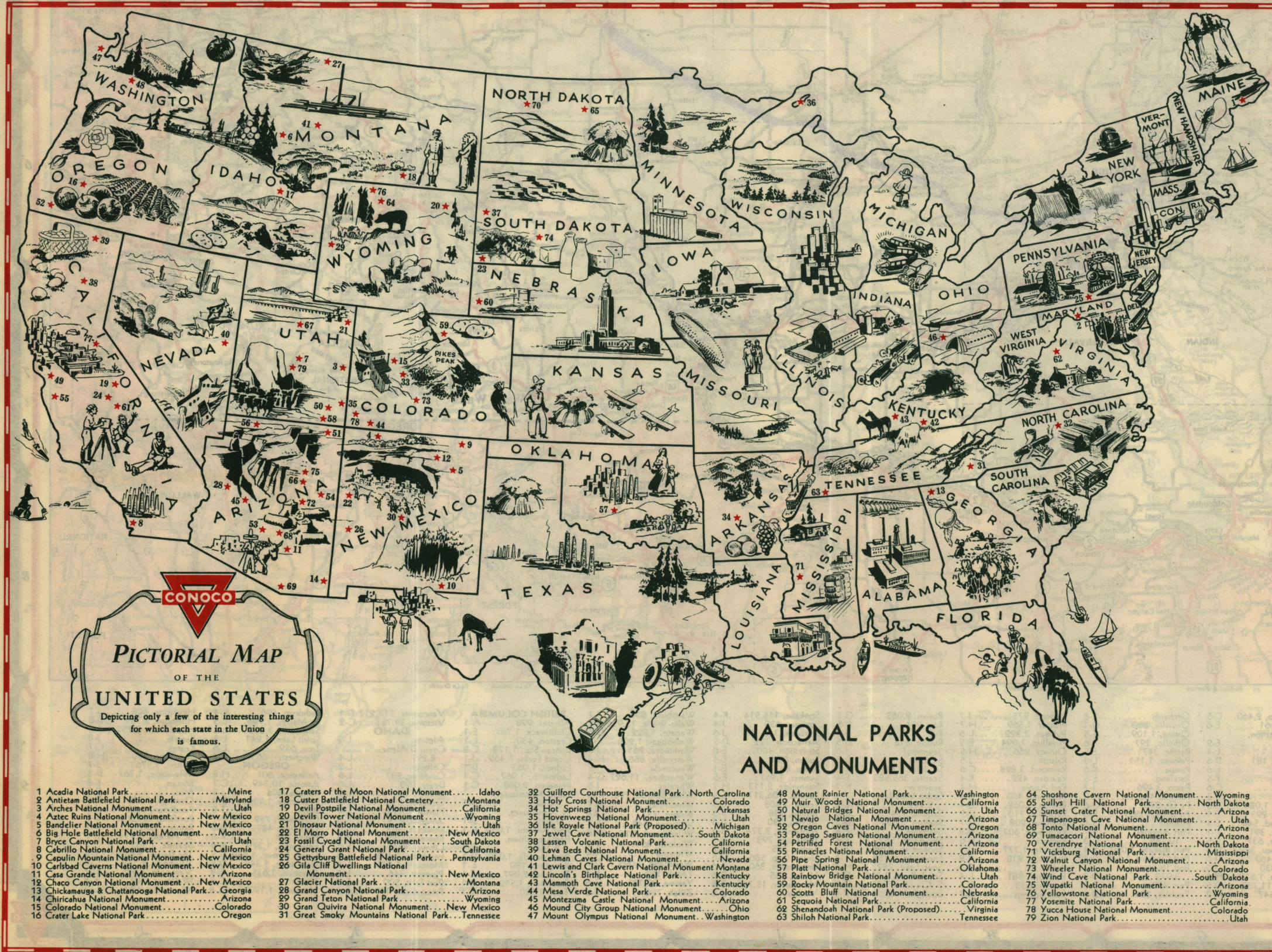
1. A direct route between Yakima and Spokane.
2. A direct connection for eastern Washington points with the year round Snoqualmie Pass, Naches, and White Pass Highways which center in Yakima.
3. A more direct route to Rainier National Park for Spokane and eastern Washington points.
4. A shorter route between Spokane and Tacoma and other southwest Washington points.
5. A saving of time and money for a large portion of the residents of the state thereby making a definite economic saving of costs for travel and transportation.

TIMELINESS:

The interests of taxpayers generally are best served by needed construction of this type at periods of low cost. The construction of projects of this type will relieve from public support many men who are now unable to secure employment.

For the reasons outlined, the Yakima-White Bluffs-Lind-Spokane route is submitted for your earnest consideration as a meritorious project, one which completely justifies itself as a unit in our state highway system.

YAKIMA CHAMBER OF COMMERCE



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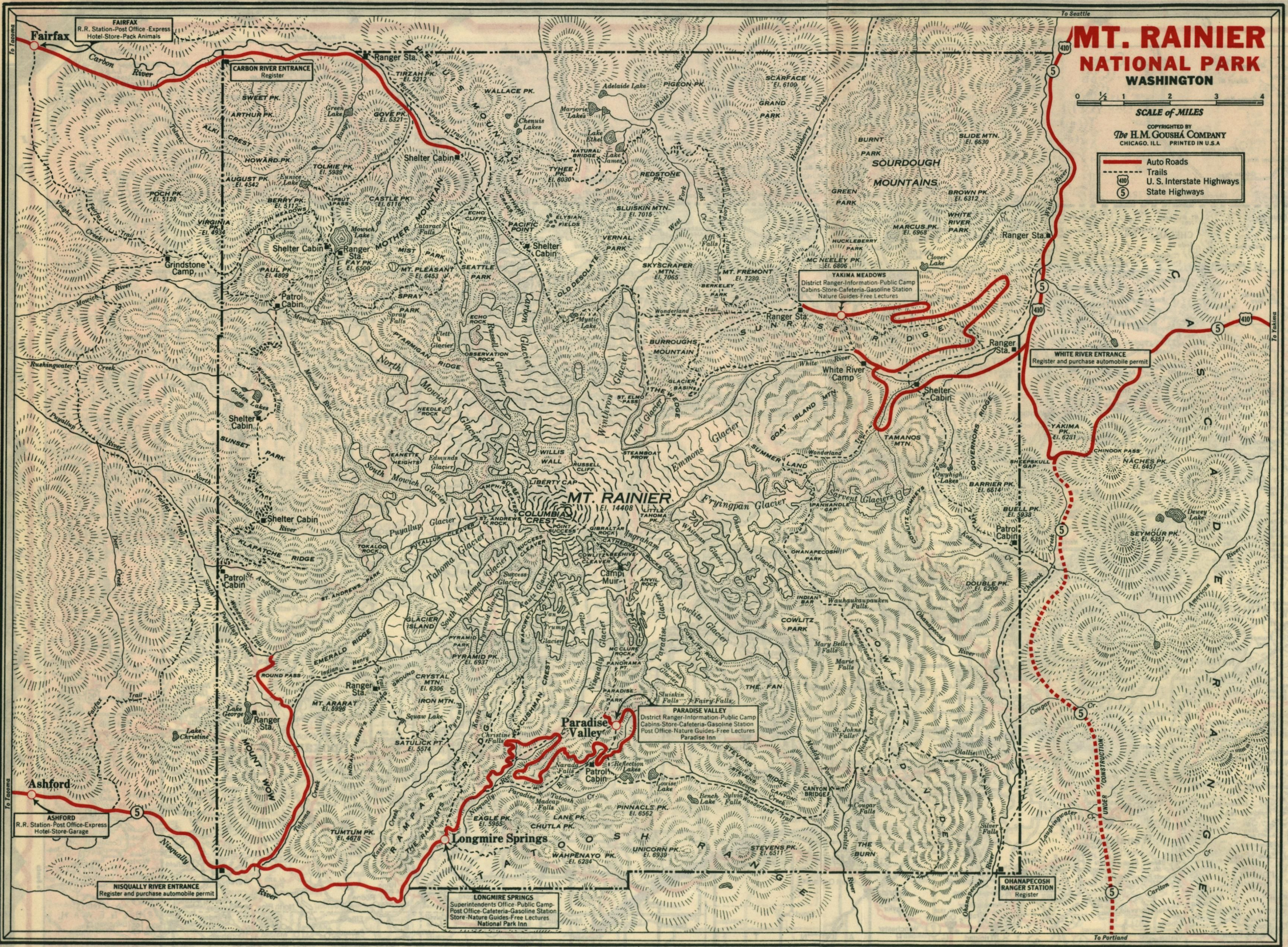
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