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PREPARED FOR: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES;
AND THE CITY OF CLARKSTON AND TOWN OF STARBUCK

Final Draft Public Access Plan

Southeast Washington Coalition
Shoreline Master Program Update

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LIST OF ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
BLM	United States Bureau of Land Management
Coalition	Southeast Washington Coalition
CPTED	Crime Prevention Through Environmental Design
CTUIR	Confederated Tribes of the Umatilla Indian Reservation
Ecology	Washington State Department of Ecology
HMU	Habitat Management Unit
IAC	Inventory, Analysis and Characterization
IDFG	Idaho Department of Fish and Game
Interagency Committee	Interagency Committee for Outdoor Recreation
NPS	National Park Service
O&M	operation and maintenance
OFM	State of Washington Office of Financial Management
OHWM	Ordinary High Water Mark
PBRS	Public Benefit Open Space Rating System
RCO	Washington State Recreation and Conservation Office
RCW	Revised Code of Washington
SCORP	State Comprehensive Outdoor Recreation Plan
SE WA	Southeast Washington
SMA	Shoreline Management Act
SMP	Shoreline Master Program
SSWS	Shorelines of Statewide Significance
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife

WDNR	Washington State Department of Natural Resources
WSDOT	Washington Department of Transportation

1 SHORELINE MANAGEMENT ACT AND STATE GUIDELINES

The Counties of Asotin, Columbia, and Garfield, along with the City of Clarkston (in Asotin County) and Town of Starbuck (in Columbia County), have formed the Southeast Washington (SE WA) Coalition (Coalition)¹ to update their Shoreline Master Programs (SMPs) through a regional planning effort. This effort is being conducted to comply with the Washington Shoreline Management Act (SMA; Revised Code of Washington [RCW] 90.58) and adopted state shoreline management guidelines (Washington Administrative Code [WAC] 173-26), and to meet local planning goals. The Coalition has developed this Public Access Plan as part of this regional planning effort.

Public access to the shoreline is one of the three main policy emphases set forth in the SMA, and as such, must be addressed as part of the SMP update process. Public access refers to the ability of the general public, “*to reach, touch, and enjoy the water’s edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations*” (WAC 173-26-221 (4)(a)). Public access provisions apply in all shorelines, though they may be conditioned to protect public safety, shoreline ecological functions and habitats, and private property rights.

The SMA defines public access to the shoreline as physical (e.g., trails, docks, and boat ramps) and visual (e.g., open viewsheds and viewing platforms). Examples of public access include:

- View corridors and viewpoints, as from parks, open spaces, highways, and roads
- Piers and docks
- Boat-launch facilities (motor- and human-powered boats)
- Boardwalks and trails
- Swimming beaches
- Marinas
- Camping facilities

¹ In this report, the phrase “SE WA Region” refers to the area covered by this SMP update. The term “Coalition” refers to the counties of Asotin, Columbia, and Garfield, the City of Clarkston and the Town of Starbuck. The Cities of Asotin (Asotin County) and Dayton (Columbia County) are updating their respective SMPs through separate planning processes.

1.1 Public Access Principles

Local SMPs are developed consistent with the following principles outlined in WAC 173-26-221 (4):

- Promote and enhance the public interest with regard to rights to access waters held in public trust² by the state while protecting private property rights and public safety.
- Protect the rights of navigation and space necessary for water-dependent uses.
- To the greatest extent feasible consistent with the overall best interest of the state and the people generally, protect the public's opportunity to enjoy the physical and aesthetic qualities of shorelines of the state, including views of the water.
- Regulate the design, construction, and operation of permitted uses in the shorelines of the state to minimize, insofar as practical, interference with the public's use of the water.

1.2 Public Access Planning

The state requires each local government planning under the SMA to include a public access element as part of its SMP. The SMA requires SMPs to include a public access element to provide for public access to publicly owned shorelines and a recreational element to preserve and enlarge recreational opportunities. Additionally, public access to publicly owned shorelines is a preferred use on Shorelines of Statewide Significance (SSWS) [RCW 90.58.020(5)(6)]. Asotin Creek and the Grande Ronde, Snake, and Tucannon rivers are classified as SSWS within the SE WA Region.

In WAC 173-26-221, local governments are encouraged to plan for an, *“integrated shoreline area public access system that identifies specific public access needs and opportunities to provide public access.”* The goal of comprehensive public access planning is to develop a coordinated plan to help residents and visitors connect with local public access sites. This planning effort should be integrated with other relevant plan elements of locally adopted

² The Public Trust Doctrine, a legal principle implemented in the SMA, declares waters of the state are a public resource and should be available to all citizens for navigation, commerce, fishing, and recreation uses. Although this does not allow users to trespass across private land to access the shoreline, it does consider that navigable waters are open to all citizens below the ordinary high water mark (OHWM), including privately owned submerged lands. Protection of citizens' rights under the Public Trust Doctrine is a duty of the state, and SMPs are one of the primary means for carrying out that duty.

comprehensive plans and continue to protect private property rights. A summary of participating jurisdiction’s comprehensive plan elements is provided in Tables 1, 2, and 3 below. This Public Access Plan, in accordance with WAC 173-26-221, was developed through an open public process to identify public shoreline access needs.

The WAC states that *“at a minimum, the public access planning should result in public access requirements for shoreline permits, recommended projects, port master plans, and/or actions to be taken to develop public shoreline access to shorelines on public property.”* The planning should also identify shoreline access opportunities and circulation for pedestrians (including disabled persons), bicycles, and vehicles.

Table 1
Comprehensive Plan Public Access Goals and Priorities – Asotin County

Goals	Priorities
Provide and enhance a public access system (physical/visual)	<ul style="list-style-type: none"> • Focus on existing public lands • Provide access and maintain natural shoreline characteristics and integrity • Ensure facilities are safe and healthy in nature • Encourage state and local government to acquire additional shoreline properties for public use • Maintain public access without violating private property rights
Integrate public access to shorelines as part of the County’s public trail system	<ul style="list-style-type: none"> • Coordinate with Asotin County Parks and Recreation Committee
Create and execute a Public Access Plan	<ul style="list-style-type: none"> • Define public access requirements for new developments • Unify individual public access elements into an organized system
Meet the public access needs of all citizens, including those with disabilities	<ul style="list-style-type: none"> • Follow Americans with Disabilities Act standards and guidelines
Optimize opportunities for water-oriented recreation	<ul style="list-style-type: none"> • Ensure facilities are safe and healthy in nature • Encourage state and local government to acquire additional shoreline properties for water-oriented recreation • Develop a regional recreation map/brochure

Table 2
Comprehensive Plan Public Access Goals and Priorities – Garfield County

Goals	Priorities
Maintain adequate recreation facilities for the citizens of the County	<ul style="list-style-type: none"> • Establish a facility-improvement program to help finance immediate and long-term maintenance or replacement of equipment and facilities • Maintain the cooperation between the City/County and Schools for the development of programs, use, and the maintenance of recreation facilities
Provide a variety of recreation opportunities to serve the needs of the community, tourists, and travelers	<ul style="list-style-type: none"> • Pursue the development of a recreational vehicle park on Port of Garfield land • Identify public properties, or volunteer private properties, along the shoreline that have opportunities to support additional public access • Involve community-wide support and participation in the improvement and development of recreational facilities.
Encourage development and use of available recreation facilities for the diverse needs of all age and interest groups	<ul style="list-style-type: none"> • Develop and improve access to recreation facilities for handicapped, disabled, and/or elderly persons following the direction of the Americans with Disabilities Act • Develop a regional recreation map/brochure
Encourage the retention of open space	<ul style="list-style-type: none"> • Protect existing park and greenbelt areas, particularly along Pataha Creek, as open space

Table 3
Comprehensive Plan Public Access Goals and Priorities – Columbia County

Goals	Priorities
Increase recreational opportunities to promote tourism and spur economic development	<ul style="list-style-type: none"> • Develop recreation paths and trails • Develop a regional recreation map/brochure • Identify public properties, or volunteer private properties, along the shoreline with opportunities to support additional public access
Meet County residents’ parks and recreation needs	<ul style="list-style-type: none"> • Provide equitable access to parks and recreation opportunities • Develop and improve access to recreation facilities for handicapped, disabled, and/or aged persons following the direction of the Americans with Disabilities Act , while protecting shoreline natural character, resources, and ecology
Maintain and improve access to available recreation areas and activities for residents and tourists	<ul style="list-style-type: none"> • Regularly review parks and recreation facilities and services to evaluate maintenance requirements • Maintain recreation access to major waterways • Maintain recreational access on state and federal lands • Maintain acceptable levels of service and safety for county owned facilities • Explore the viability of a bike/pedestrian path from Dayton to Waitsburg • Explore the viability of a centrally located Community Recreation Center • Work with landowners who are interested in creating or improving recreational opportunities • Perform levee path maintenance • Establish a facility improvement program to help finance immediate and long-term maintenance or replacement of facilities • Involve community-wide support and participation in the improvement and development of recreational facilities

Goals	Priorities
Maintain access to the Snake River for recreational use by the public	<ul style="list-style-type: none"> • Continue lease of Lyons Ferry Marina property from the U.S. Army Corps of Engineers • Operate Lyons Ferry Marina facility in a manner that allows access to the river for as many members of the public as possible • Maintain and replace aging facilities as needed to retain a quality recreation experience for the public • Install new facilities to keep up with the demands of the modern recreational public
Increase the number of visitors to Lyons Ferry Marina	<ul style="list-style-type: none"> • Maintain facilities in a manner that is attractive to the public • Market facilities in cooperation with concessionaire, the City of Dayton, Columbia County, and the Town of Starbuck through a county-wide recreational map and other marketing
Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitats, increase access to natural resource lands and water, and develop parks	<ul style="list-style-type: none"> • Policy – Areas near the Snake and its tributaries should be given high priority for new parks • Policy – Encourage support for the conservation of biotic habitats for hunting, fishing, educational, and aesthetic purposes

1.3 Public Access Standards and the Plan

Public access planning results in goals, policies, and regulations that meet the following standards set forth in WAC 173-26-221 (4):

- Protect and enhance physical and visual public access, and address public access on public lands. Seek to increase the amount and diversity of public access to the State's shorelines consistent with the natural shoreline character, property rights, public rights under the Public Trust Doctrine, and public safety.
- Require that shoreline development by public entities include public access measures as part of each development project, unless incompatible for safety, security, or environmental impact reasons. When more effective public access system can be achieved through alternate means, local governments may institute SMP provisions for public access in lieu of uniform, site-by-site public access requirements.

- Provide for the dedication and improvement of public access in developments for water-enjoyment, water-related, and non-water-dependent uses and for the subdivision of land into more than four parcels³, except for when the following exists:
 - Where more effective public access can be provided through an alternate public access planning process.
 - Where infeasible or unless incompatible for safety, security, environmental impact, or other legal reasons.⁴
- Adopt provisions, such as maximum height limits, setbacks, and view corridors, to minimize the impacts to existing views from public property or substantial numbers of residences. In a conflict between water-dependent shoreline uses or physical public access and maintenance of views from adjacent properties, the water-dependent uses and physical public access typically have priority.
- Assure that public access improvements do not result in a net loss of shoreline ecological functions.

Some of the requirements outlined above are met in this plan, and others are met through goals, policies, and regulations in the regional SE WA SMP (Anchor QEA 2015a). Baseline descriptions of existing physical and visual public access opportunities in the SE WA Region are provided in this plan and in the Coalition’s *Inventory, Analysis, and Characterization Report* (IAC Report; Anchor QEA 2015b).

This plan provides additional information on potential opportunities for enhancing public access in the region, when compared with the IAC Report, which was prepared earlier in the SMP update process. It also includes greater detail on opportunities for increasing the amount and diversity of public access.

³ Physical public access is not required for individual single-family residences not part of a development planned for more than four parcels.

⁴ Under these conditions, consider alternate methods of providing public access, such as offsite improvements, viewing platforms, separation of uses through site planning and design, and restricting hours of public access.

2 PLAN PURPOSE AND GOALS

The purpose of the Public Access Plan is to identify existing conditions, public access needs and opportunities, and proposed access improvements. Proposed access improvements include identified improvements for port master plans, along with actions to improve access to other local, state, and federal public properties, as applicable. The plan also identifies some selective pedestrian, bicycle, and vehicle-related shoreline access circulation needs and opportunities, where applicable. The goal of the Public Access Plan is to provide a coordinated plan to focus improvements on existing or planned locations identified in this plan in order to improve public access to the SE WA Region's shorelines, and maintain the integrity of its natural surroundings. A secondary goal is to help residents and visitors connect with local public access sites (Ecology 2011).

In addition to the needs, opportunities, and improvements, the implementation section of the plan also includes a summary of public access improvement opportunities for private and public shoreline developments, as applicable. Requirements apply to subdivisions of land for more than four parcels, improvements on public lands, and other projects that increase demand for shoreline public access or inhibit existing access. These requirements are also included in the regulatory provisions in the SE WA regional SMP.

The information provided in this plan can also be used as communication materials for those interested in recreation opportunities in SE WA Region, identifying where boating, fishing, hiking, and other recreational opportunities exist.

3 EXISTING PUBLIC USE, DEMAND, AND ACCESS AREAS

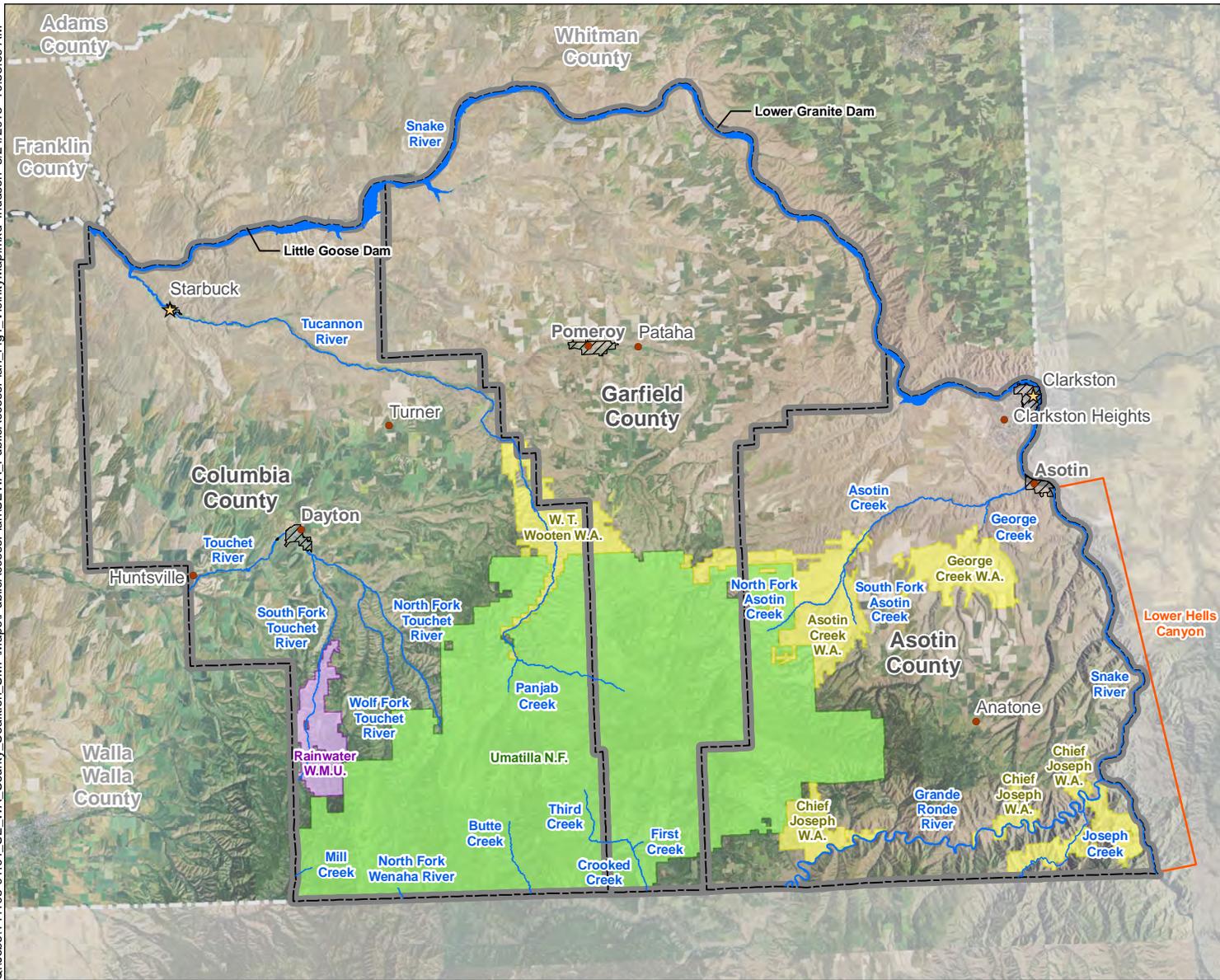
Existing public use and access opportunities were determined based on the Coalition’s IAC Report (Anchor QEA 2015b), input received at the Regional and Technical Advisory Committee meetings, public input from the SMP Update Visioning Workshops (Anchor QEA 2014; Figure 1), and information from the various sources.

The public access planning area includes the shorelines managed under the SE WA Coalition’s SMP and includes the rivers and streams shown in Figure 2. Current opportunities for public access are numerous, with more than 60 developed shoreline access sites and hundreds of informal, undeveloped sites. This section discusses the existing uses, sources of demand on these uses, and existing public access opportunities.



Figure 1
SMP Public Visioning Workshop held in Starbuck, Washington (October 2014)

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LEGEND

- ★ Coalition City/Town
- Populated Place
- ▨ Incorporated City
- ▭ SE WA County Coalition County Boundary
- ▭ Other Washington County Boundary
- SMA Jurisdiction
- National Forest (N.F.)
- State Wildlife Area (W.A.)
- Tribal Wildlife Management Unit (W.M.U.)

NOTES:

1. This information is to be used for planning purposes only. Data are displayed as is and without any guarantee of accuracy or completeness.
2. Aerial image courtesy of USDA NAIP (2013).
3. Wildlife areas and national forest boundary data acquired from U.S. Forest Service.



DRAFT



Figure 2
Vicinity Map
Southeast Washington Coalition Public Access Plan

3.1 Existing Public Uses

Public shoreline uses comprise water-oriented and water-enjoyment activities such as boating, swimming, fishing, walking, hiking, biking, camping, wildlife viewing, and hunting. In the SE WA Region, public-use opportunities are plentiful because much of the shoreline jurisdiction is publicly owned, providing many public-use, access, and outdoor-recreational opportunities within the region. The U.S. Army Corps of Engineers (USACE) owns land along the Snake River, and the U.S. Forest Service (USFS) owns much of the shoreline in the Blue Mountains, which comprise the upper drainage, forested areas of the Tucannon and Touchet rivers, and Asotin Creek. The Washington Department of Fish and Wildlife (WDFW) also owns and manages several wildlife areas throughout the SE WA Region. Other public land owners include the Washington State Parks Department, port districts, and Washington State Department of Natural Resources (WDNR). The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) own land on the South Fork Touchet River.



Figure 3
Sign for Couse Creek Boat Launch (Snake River),
Asotin County

This unique blend of public ownership within the SE WA Region has contributed to the use and enjoyment of plentiful fish and wildlife habitat, and the development of many formal recreational facilities, habitat enhancement projects, and informal public access opportunities. As a result, the area draws interest recreationists from Washington, Oregon, and Idaho who are seeking hunting, fishing, camping, boating,

and other outdoor-recreation activities. The sections below highlight specific avenues unique to the region that provide many of the outdoor recreation opportunities in the SE WA Region.

3.1.1 Dam-related Recreation and Habitat Enhancement Areas

The Snake River bounds Asotin County's eastern boundary and the northern boundaries of Garfield and Columbia counties. The development of the lower Snake River dams (two of these dams—Little Goose Dam and Lower Granite Dam —are located within the SE WA Region) have resulted in a number of formal recreation and habitat enhancement sites [Habitat Management Units (HMUs)] operated by the USACE. These sites were developed to mitigate impacts from construction and operation of the lower Snake River dams. These sites draw thousands of visitors each year to the Snake River shoreline for water-related recreational activities, including swimming, picnicking, angling, hunting, camping, and boating.



Figure 4
Fishing on Snake River, Asotin County

In the 2012 fiscal year, more than 1 million visitors (*values seem high and are being verified with USACE*) were counted along the Snake River sites, and this estimate was limited to formal public access sites where vehicle and pedestrian counters were available (USACE 2015). Additionally, more than 40,000 recreationists were counted along the Snake River at dispersed sites, with 80% of the dispersed use

occurring upstream (southeast) of the Lower Granite Dam and within Asotin County (USACE 2015). During the low-flow months after spring runoff, many miles of sandy beaches develop along the free-flowing Snake River upstream of the backwater effect of the Lower Granite Dam pool. Recreationists spend thousands of user days on these beaches for informal recreational opportunities. Table 4 provides a summary of monthly visitor counts available on the Snake River. See Section 3.4 and Table 12 for more discussion on these formal public access sites within the SE WA Region.

Table 4
Snake River Visitor Counts for USACE-managed Sites in the SE WA Region

	Site Name	Monthly Visitor Summary ¹			Total Visitors Fiscal Year 2012
		Low	High	Monthly Average	
Asotin County	Asotin Slough HMU	721	4,580	1,947	23,366
	Chestnut Beach	3,275	37,062	14,985	179,815
	Chief Looking Glass Park	41	4,087	1,901	22,807
	Chief Timothy State Park	3	8,684	2,276	27,306
	Evans Pond HMU	160	2,318	751	9,008
	Gateway Golf Center	810	8,142	5,399	64,782
	Golf Course Pond HMU	335	1,950	1,068	12,818
	Greenbelt Ramp	2,367	23,209	8,961	107,531
	Hells Canyon Resort	2,019	7,565	4,759	57,104
	Premiere RV Resort	4,091	16,545	7,886	94,636
	Swallows Park	4,598	77,062	25,499	305,993
	County-wide²	23,771	149,167	75,431	905,166
Garfield County	Illia Dunes HMU	15	6,752	1,572	18,861
	Illia Landing	23	1,057	382	4,587
	Knoxway Canyon HMU ³	1	10	5	57
	Lambi Creek	92	689	319	3,826
	Lower Granite Dam	399	17,275	3,327	39,924
	Offield Landing	647	2,791	1,476	17,709
	Rice Bar HMU	47	218	92	1,107
	Willow Landing	150	3,117	901	10,815
	County-wide²	1,712	30,038	8,074	96,886
Columbia County	Little Goose Dam	1,112	5,066	2,887	34,639
	Little Goose Landing	222	1,692	862	10,343
	Lyons Ferry Marina	340	3,500	1,648	19,770
	Texas Rapids Park	218	1,934	790	9,485
	Tucannon HMU ²	161	947	520	6,239
	County-wide²	2,528	10,873	6,706	80,476
Visitor Totals in SE WA Region⁴	29,572	187,433	90,211	1,082,528	

Source:

U.S. Army Corps of Engineers, 2015. FOIA Response: Monthly data for visitor counts at all recreation site and habitat management unite site with vehicle counters and/or pedestrian counters in Asotin, Garfield, and Columbia County. Provided by Roni Reed, USACE FOIA Officer. January 5, 2015.

Notes:

1 = Visitor data were available for individual months. The summary indicates the low and high numbers in an individual month and the monthly average for the 2012 fiscal year (October 2011 to September 2012).

2 = Denotes overall monthly visitor Low, High and Average for all sites within the county.

3 = Site is located near the mouth Tucannon River, where it meets the Snake River.

4 = Denotes overall monthly visitor Low, High and Average for all sites within the SE WA Region.

HMU = Habitat Management Unit

RV = recreational vehicle

3.1.2 National Forest Lands and Wildlife Areas

The Umatilla National Forest, located in the Blue Mountains, is within the SE WA Region, and the National Forest shorelines areas are almost entirely under ownership of the USFS. Outdoor recreationists visit the forest for camping, hiking, and to pick wild mushrooms or huckleberries throughout the forest. The upper reaches of the Tucannon River, Panjab Creek, and creeks in SMP jurisdiction within the southern regions of Columbia and Garfield counties are within the national forest.

Additionally, there are five wildlife areas within the SE WA Region, and their adjacent lands are managed primarily for big game winter range, hunting, fish habitat, recreational fishing, camping, and wildlife-oriented recreation. Many of the wildlife areas lie adjacent to private landowners, predominantly managing their property for agricultural production or livestock rangeland (WDFW 2006). Protecting fish, wildlife, and quality habitat is the highest priority of wildlife area management, but there are also many opportunities for recreation and public use that maintain the requisite needs of species, wildlife, and habitats on wildlife area lands (WDFW 2006). Specific public access sites are discussed in Section 3.4.

In Asotin County, the Chief Joseph Wildlife Area is located on the lower Grande Ronde River and Joseph Creek, providing multiple water access and camping sites managed by WDFW near the Grande Ronde River and Joseph Creek shorelines. The Grande Ronde River is navigable with rubber rafts, canoes, kayaks, and drift boats designed for whitewater conditions (USFS 2015a). In addition to the boating, floating, swimming, and fishing activities on the Grande Ronde River, horseback riders, hikers, and bird watchers commonly make use of trails in the wildlife area (WDFW 2006). Asotin Creek Wildlife Area is along the upper reaches of North and South Forks of Asotin Creek and George Creek (George Creek Wildlife Area), where some public access opportunities to these waterbodies exist within the wildlife area. This wildlife area is considered a critical watershed for

salmonids such as steelhead, bull trout, and spring Chinook salmon. The Asotin Creek subbasin is recognized as a *usual and accustomed* use area of the Nez Perce Tribe (WDFW 2006).



Figure 5
Grande Ronde River at confluence with Joseph Creek, Asotin County

In Columbia County, the W.T. Wooten Wildlife Area extends north of the Umatilla National Forest, along the upper reaches of the Tucannon River, and is under WDFW management and ownership. Eight artificial lakes (the Tucannon Lakes) were created in the 1950s, along with the Tucannon Fish Hatchery. The hatchery propagates and stocks the lakes and Tucannon River with steelhead, Chinook salmon, and rainbow trout to enhance public fishing opportunities and supplement trout stocks in the Tucannon subbasin (WDFW 2006). Although the Tucannon Lakes are not within shoreline jurisdiction, the lakes and nearby river attract tens of thousands of anglers and campers to the upper reaches of the Tucannon

River every year (see Section 3.1.3). Recreationists camp, fish, and hike along the river and next to the lakes. The upper Tucannon River also extends into Garfield County.



Figure 6
Upper Tucannon River drainage, Garfield County

In Columbia County, the Rainwater Wildlife Area, owned by the CTUIR, is located along the upper reaches of the South Fork Touchet River to the northwest of the Umatilla National Forest. These lands are open to the general public and recreational fishing, hunting, and camping are allowed, although camping opportunities are limited to primitive camping sites located adjacent to

open roads (Childs 2002). Additionally, WDNR owns trust lands north of the Rainwater Wildlife Area, along the South, Wolf, and North forks of the Touchet River, providing informal public access opportunities.

3.1.3 Recreational Fishing

It is important to note the popularity of recreational fishing in the SE WA Region, which is known nationally and worldwide among anglers seeking anadromous steelhead trout and draws thousands of anglers to the region every year. Chinook salmon and white sturgeon support strong regional angling interest. Strong populations of non-native smallmouth bass, channel catfish, and blue catfish also generate additional angling recreation. Anglers focus on the Snake River, including lower Hells Canyon, the reservoirs behind the lower Snake River dams, and the Grande Ronde River. Although access to the Touchet River (Columbia County) and Tucannon River (Garfield and Columbia Counties) is limited by private ownership of the shorelines, the rivers still support significant angler activity. WDFW, WDNR, USFS, and the CTUIR ownership along these rivers and their tributaries provide public access opportunities (see following discussions on Tucannon Lakes and the Rainwater Wildlife Area).

Between 2004 and 2012, WDFW conducted yearly surveys of Washington State licensed anglers to obtain data on catch rates. A yearly average of 6,685 Washington State licensed anglers on the SE WA Region rivers were interviewed, with upwards of 9,252 anglers surveyed in the highest year (2012; WDFW 2014a). See Table 5 for a summary of number Washington State licensed anglers that were surveyed in the SE WA Region. The number of recreational anglers in Table 5 is limited to the number interviewed by WDFW in the given years on the listed waterbodies. In addition to private anglers, there are many outfitters who guide thousands of angler days on the SE WA Region's rivers for these recreational fisheries. Many access points are shared by private anglers and professional outfitters.

Table 5
Steelhead Anglers in SE WA Region

Shoreline		Washington State Licensed Anglers Surveyed ¹									Yearly Summary		
		2004	2005	2006	2007	2008	2009	2010	2011	2012	Lo	Hi	Yearly Average
Snake River	Lower Monumental to Little Goose Dam ²	2,144	1,902	1,478	1,004	2,251	2,359	1,604	1,858	2,138	1,004	2,144	1,860
	Little Goose to Lower Granite Dam	1,178	999	604	1,287	650	120	377	598	741	120	1,287	728
	Lower Granite Dam to Highway 12	297	272	367	1,285	1,421	1,821	1,855	3,113	700	272	1,855	1,237
	Highway 12 Upstream	1,245	704	1,330	539	819	1,513	2,249	1,079	4,063	539	4,063	1,505
	Total²	4,864	3,877	3,779	4,115	5,141	5,813	6,085	6,648	7,642	3,779	7,642	5,329
Grande Ronde (Washington)		NA	NA	NA	NA	2,302	2,365	1,883	2,038	1,418	1,413	2,368	2,001
Tucannon River		325	284	310	24	NA	NA	45	347	173	24	347	215
Touchet River		211	220	184	NA	NA	NA	NA	54	19	19	220	138
Total in SE WA Region²		5,400	4,381	4,273	4,139	7,443	8,178	8,013	9,087	9,252	4,139	9,252	6,685

Source:

Washington Department of Fish and Wildlife, 2014a. Personal e-mail communication between Tom Schirm, WDFW Area Habitat Biologist and Don Brigham. December 16, 2014.

Notes:

1 = Values represent the number of Washington State licensed anglers surveyed/interviewed on results of fall/winter/spring Steelhead run catches. These numbers are provided to illustrate the potential population of anglers in the given years. Survey results on catch rates are not summarized in this table.

2 = A portion of these numbers were from outside the SE WA Region, collected between Lower Monumental Dam and the Columbia County boundary.

Hwy 12 = Highway 12 Bridge at Clarkston

NA = Not available



Figure 7
Fishing on Blue Lake in the W.T. Wooten Wildlife Area,
Columbia County⁵

The Tucannon Lakes (Columbia County) in the W.T. Wooten Wildlife Area also draw tens of thousands of anglers near the upper reaches of the Tucannon River. These eight artificial lakes (Spring, Blue, Rainbow, Deer, Watson, Beaver, Big 4, and Curl lakes) were created in the 1950s to help meet mitigation goals for lost fishing opportunities due to the construction and operation of the four lower Snake River dams (WDFW 2012a). The Tucannon

Lakes are some of the most popular fishing lakes in the SE WA Region, providing fishing for the nearby residents of Columbia, Garfield, Walla Walla, and Asotin counties. The majority of visitors (75 to 80%) come from the Tri-Cities (Kennewick, Richland and Pasco, Washington), with the remainder largely coming from the cities of Spokane, Walla Walla, Dayton, and Pomeroy, and the Lewiston/Clarkston valley. The W.T. Wooten Wildlife Area currently averages 120,000 to 140,000 visitor days per year, with each major holiday attracting 3,000 to 5,000 visitors (WDFW 2012a). Although the Tucannon Lakes are not shoreline jurisdiction waterbodies, they are the biggest draw to the W.T. Wooten Wildlife Area and the upper reaches of the Tucannon River (17 miles of the Tucannon River flow through this wildlife area), which include camping sites managed by WDFW and USFS.

⁵ Approval to use picture from Hillary Gessel of her son secured on 2/26/2015 (picture taken by Ben Floyd in May of 2014).

3.1.4 Ports



Figure 8
Central Ferry Boat Launch (Port of Garfield)

The dams have also provided opportunity for the three public ports within the SE WA Region: the Port of Clarkston (Asotin County), the Port of Garfield (Garfield County), and the Port of Columbia (Columbia County). These ports provide public use, access, and economic opportunities. The Port of Clarkston manages 120 acres along the Snake River, which includes recreation (parks, marina, and boat

launches), restaurants, trails, and industrial and commercial uses. Up to seven different cruise lines dock at the Port of Clarkston, providing thousands of people with access to the Snake River. Table 6 summarizes Port of Clarkston cruise ship statistics collected from 2005 to 2014. The Port of Garfield manages 85 acres on the Snake River, which includes the Central Ferry Terminal (purchased for barging grain to market) and public access at the Central Ferry Boat Launch. The Port of Columbia manages a grain terminal on the Snake River and 37 acres at the Lyon's Ferry Marina for recreational uses.

Table 6
Port of Clarkston Cruise Ship Statistics

Cruise Ship Statistics	2005 to 2014 ¹		
	Low	High	Yearly Average
Number of Dockings	49	135	87
Number of Staff	1,295	7,955	4,302
Number of Passengers	4,468	23,338	12,490
Total Person Count	5,769	31,300	16,999

Source:

Port of Clarkston, 2014a. Cruise Ship Statistics. Data provide via e-mail communication to Don Brigham, SE WA Coalition SMP Update Coordinator. November 12, 2014.

Note:

1 = Statistics were provided for individual years between 2005 and 2014. These numbers indicate the low and high numbers in an individual year, and the yearly average during the 9 years of data provided.

3.2 Demand

Demand trends, population growth, and population centers affect the shape of future demand on shoreline recreational uses. This section looks at these overall trends to help assess the existing and future demands on the region's shoreline areas.

3.2.1 Demand Trends

The Washington State Recreation and Conservation Office (RCO) led a *State Comprehensive Recreation Plan* (SCORP; RCO 2013a) in 2013. Research conducted for the SCORP was designed to assess current outdoor recreation facilities and opportunities and to project future needs through surveys, online forums, advisory groups, and public review. Among the top ten outdoor recreation activities participated in by residents statewide, the following shoreline-related activities are included (in order of highest ranking): picnicking, barbequing, and cooking out; walking or hiking; wildlife viewing/photographing; camping; swimming or wading; bicycle riding; and playground use (RCO 2013b).

The SCORP also found that 75% of Washington residents engage in water-related recreation (category excludes swimming in pools). The major individual activities within this category are swimming or wading at the beach (39%), boating (36%), and beachcombing (33%; RCO 2013a).

As a part of the SCORP planning process, more than 300 residents in the Palouse region, which includes the SE WA Coalition counties and Whitman County, were interviewed. Approximately 71% of residents of the Palouse region had visited a park, the most popular being a county or city/municipal park (47%) and a State Park (45%). Although most surveyed residents accessed recreation areas by motorized vehicles (car, truck, or motorcycle), other popular modes of transportation included walking or jogging (47%) and bicycling (20%).

The top-ranked outdoor recreation activities for shoreline-related areas include walking and hiking (91.6%), general recreational (87.4%, including swimming in natural waters), picnicking, barbequing, and cooking out (85.2%), nature activities (82.1%), and water-related activities (74.9%). Table 7, summarizes these and other activities with high participation rates for shoreline-related activities.

Table 7
Top Participation Rates for Shoreline-related Activities (Palouse Region)

Activity	Percentage of Residents in Palouse Region Participating in the Activity
Walking, hiking, climbing, mountaineering	91.6%
Walking without a pet	76.2%
Hiking	51.8%
Recreational activities	87.4%
Swimming in natural waters	49.1%
Jogging or running	36.9%
Playground use	35.9%
Picnicking, barbequing, or cooking out	85.2%
Nature activities	82.1%
Wildlife viewing/photographing	58.4%
Water-related activities	74.9%
Swimming or wading at beach	35.8%
Boating ¹	30.8%
Inner tubing or floating	24.1%
Sightseeing	56.7%
Fishing	43.3%
Camping	43.0%
Tent camping with car/motorcycle	28.0%
Bicycle riding²	38.5%
Hunting or shooting	26.0%

Source:

Responsive Management, 2012. Results of General Population Survey in Support of the Development of the Washington State Comprehensive Outdoor Recreation Plan. Prepared for RCO.

Notes:

1 = Highest ranked categories under boating included: freshwater boating (28.7%), general boating – except whitewater (28.4%), motor-boating other than personal watercraft (24.0%), and using a boat ramp (23.0%).

2 = Higher than horseback riding and off-roading for recreation.

Additionally, the top ten outdoor activities ranked for children participation in the Palouse region include (parenthesis show percent of residents with children whose children participate in the activity):

1. Camping (44%)
2. Walking (41%)

3. Bicycle riding (37%)
4. Hiking (37%)
5. Picnicking, barbecuing, or cooking out (36%)
6. Playground use (34%)
7. Swimming (33%)
8. Sightseeing (29%)
9. Fishing (25%)
10. Boating (20%)

It is important to note how demand trends change over time. During the three RCO surveys conducted in 2002, 2006, and 2012, the most notable increase in participation is for “picnicking, barbecuing, and cooking out,” which went from the ninth-ranked activity in 2002 to the top-ranked activity in 2012. Other activities that grew in popularity include hunting, shooting, visiting a nature interpretive center, fishing, horseback riding, camping, hiking, and waterskiing (RCO 2013b).

3.2.2 SE WA Region Growth and Population Centers

Washington State experienced a population increase of 63% during the past 30 years (1980 to 2010), which is almost double the population increase experienced in the U.S. as a whole. Between 2010 and 2030, a statewide increase of 21.2% is projected by the U.S. Census Bureau (RCO 2013a). Although more modest growth trends are being experienced and projected in the SE WA Region, including declining populations in some cases, it is important to consider state trends when anticipating future demand on the SE WA Region’s shorelines.

The Palouse region experienced a modest growth increase of 7.4% between 2000 and 2010 (RCO 2013a). Table 8 provides the 20-year population projections to 2035 for Asotin, Garfield, and Columbia counties (OFM 2012). The population projections indicate modest growth is anticipated in Asotin County during the next 20 years. Garfield and Columbia counties are projected to experience a modest population decline during the next 20 years. However, proposed plans for a pulp mill outside of Starbuck may partially offset the projected population decline in Columbia County, and other growth and development

opportunities could emerge during this period. The Columbia Pulp Mill is slated for operation in fall of 2015 and will support 130 full-time jobs (Graham 2013).

Table 8
SE WA Counties Population Projections

Jurisdiction	2015 Projection	2035 Projection	20-year Growth Projection (2015 to 2035)
Asotin County	21,818	22,358	2.5%
Garfield County	2,238	2,175	-2.8%
Columbia County	4,047	3,800	-6.1% ¹

Source:

State of Washington Office of Financial Management Forecasting August 2012 for population projections of total resident population for GMA Medium Series.

Notes:

1 = Columbia County's projected population decline may be offset by the Columbia Pulp Mill development, projected for completion in fall 2015.

GMA = Growth Management Act

Population centers are also a major source of demand on the SE WA Region's shoreline recreational uses. Major population centers within the SE WA Region are summarized in Table 9, with populations based on the U.S. Census Bureau's 2010 data (U.S. Census Bureau 2014). Table 10 also shows the approximate distance of these population centers from some popular shoreline recreation destinations within the region. See Section 3.4 for a complete list of existing public access areas.

Table 9
SE WA Region's Major Population Centers

City/Town	County	Population (2010)
City of Asotin	Asotin	1,251
City of Clarkston	Asotin	7,229
Clarkston Heights(unincorporated)	Asotin	11,587
City Pomeroy	Garfield	1,425
Town of Starbuck	Columbia	129
City of Dayton	Columbia	2,526

Source: U.S. Census Bureau 2014

Table 10
Driving Distances to Shoreline Destinations (Miles)

	Shoreline	Site Name	City of Asotin	City of Clarkston ¹	City of Pomeroy	Town of Starbuck	City of Dayton
Asotin County	Grande Ronde River	R. Boggan	32	38	68	98	104
	Asotin Creek	Headgate County Park	9	14	45	74	80
	Snake River	Heller Bar	23	29	59	89	95
Chief Timothy State Park		15	9	23	52	58	
Garfield County	Snake River	Illia Landing	52	45	25	46	52
		Willow Landing	65	52	25	33	39
		Central Ferry Boat Launch	58	52	18	26	32
Columbia County	Snake River	Little Goose Landing	71	65	35	11	28
		Lyon's Ferry Marina	72	66	36	7	29
	Tucannon River	Camp Wooten State Park ²	59	53	23	38	22
	Touchet River	Lewis and Clark Trail State Park	78	72	41	28	6
	South Fork Touchet River	Rainwater Wildlife Area	82	76	46	33	10

Notes:

*Boxes highlighted green indicate the population center located closest to the shoreline destination.

1 = Clarkston's unincorporated population center is generally represented by the distances provided from the City of Clarkston.

2 = Although not directly on a shoreline jurisdiction waterbody, this site still draws populations to the associated shoreline area, placing additional demand on the associated shoreline waterbody.

3.2.3 Population Centers Beyond the Southeast Washington Region

In addition to the population centers within the SE WA Region, sources outside of the Coalition's boundaries also contribute to demands on the SE WA Region's shoreline recreational uses. Table 11 summarizes major population centers outside the Coalition's boundaries and also identifies major educational institutions within those centers. Camping, fishing, and hiking opportunities draw students from many of the nearby colleges.

Table 11
Major Population Centers Outside SE WA Region

City	Population (2010) ¹	Distance to Clarkston ²	University	
			Name	2013/2014 Enrollment
Coeur d'Alene, Idaho	44,137	117 miles	University of Idaho	(11,534) ³
			North Idaho College	6,076
Lewiston, Idaho	31,894	4 miles	Lewis-Clark State College	4,303
Moscow, Idaho	23,800	34 miles	University of Idaho	11,534
Pullman, Washington	29,799	34 miles	WSU	19,756
Spokane metro area, Washington ⁴	298,691	106 miles	WSU	4,458,
			Gonzaga University	7,800
Tri-Cities, Washington ⁵	193,567	135 miles	WSU	1,426
Walla Walla, Washington	31,731	98 miles	Whitman College	1,541
			Walla Walla University	1,917

Notes:

1 = U.S. Census Bureau 2014

2 = City of Clarkston, Washington, is used as a reference location for relative distances

3 = University of Idaho's enrollment numbers are not available per campus; see Moscow (main campus) numbers for summary of University enrollment available from the University's website

4 = Cities of Spokane and Spokane Valley, Washington

5 = Cities of Kennewick, Richland, West Richland, and Pasco, Washington

WSU = Washington State University

3.3 Existing Public Access Supply

Protecting public access to the State's shorelines is one of the three major policies of the SMA. The most common type of public access to the shoreline is physical access provided by trails, parks, habitat enhancement sites, docks, boat ramps, bridges, and street ends. Public access can also be visual, such as views from roads and prominent viewpoints of the shoreline. This section describes the existing shoreline public access areas (supply) within the SE WA Region, including formal, informal, physical, and visual.



Figure 9
Willow Landing operated by USACE, Garfield County

According to the *1999 Public and Tribal Lands Inventory* (Interagency Committee 2001), almost half of all public lands in the state are used for outdoor recreation, habitat, and environmental protection (RCO 2013a). As discussed in Section 3.1, extensive public ownership along the SE WA Region's shorelines has contributed a large supply of public access opportunities within the region. Table 12 provides a list of more than 80 existing formal public

access sites along the SE WA Region's shorelines and the types of use, access, and facilities available at each site. See also Figures 10, 11, and 12 for maps of these formal public access locations identified in the regional supply.

Table 12
Existing Formal Public Access Sites

SHORELINE	SITE NAME	 Wildlife Viewing	 Fishing	 Boat Launch	 Full Service Marina	 Day Use	 Camping	 RV Camping	 Cabins	 Picnic Area	 Trail	 Restrooms	 Swimming Area	 Restaurant	 Golf	 Informal Water Access	 ADA Accessibility
ASOTIN COUNTY	Snake River	Asotin Slough HMU	•		•		•					•	•			•	•
	Snake River	Buffalo Eddy Nat'l Historic Park	•	•			•					•				•	
	Snake River	Chestnut Beach	•	•			•			•	•	•	•				•
	Snake River	Chief Looking Glass Park	•	•	•		•			•		•	•			•	•
	Snake River	Chief Timothy State Park	•	•	•		•	•	•			•	•	•		•	•
	Snake River	Chief Timothy HMU	•	•			•					•				•	
	Snake River	Couse Creek	•	•	•		•			•						•	
	Snake River	Evans Pond HMU	•	•			•					•	•			•	
	Snake River	Gateway Golf Center	•										•		•		
	Snake River	Golf Course Pond	•	•			•				•	•				•	
	Snake River	Granite Lake Park	•				•			•	•	•				•	
	Snake River	Greenbelt Ramp	•	•	•		•			•	•	•				•	•
	Snake River	Greenbelt Trail	•	•			•				•					•	•
	Snake River	Heller Bar	•	•	•		•	•					•			•	
	Snake River	Red Wolf Marina/Hells Canyon Resort	•	•	•	•			•				•			•	•
	Snake River	Hells Canyon Tour Boat Dock	•										•				
	Snake River	Mouth of Grande Ronde	•	•			•	•					•			•	
	Snake River	Nave's Pit	•	•						•							
	Snake River	Premiere RV Resort	•	•					•			•	•			•	
	Snake River	Rooster's Waterfront Restaurant	•										•	•			
Snake River	Silcott Pond	•	•			•											
Snake River	Swallows Park	•	•	•		•				•	•	•	•			•	•

Table 12
Existing Formal Public Access Sites

SHORELINE	SITE NAME																	
		Wildlife Viewing	Fishing	Boat Launch	Full Service Marina	Day Use	Camping	RV Camping	Cabins	Picnic Area	Trail	Restrooms	Swimming Area	Restaurant	Golf	Informal Water Access	ADA Accessibility	
ASOTIN COUNTY	Grande Ronde River	Bezona	•	•			•	•				•						
		Boggan's Oasis	•	•	•				•	•			•	•				
		Botts	•	•	•		•	•					•					
		C. Boggan	•	•			•						•				•	
		Cottonwood	•	•			•						•				•	
		Ebson 1	•	•			•	•					•					
		Ebson 2	•	•	•		•	•					•					
		Ebson 3	•	•			•	•										
		Ebson 4	•	•			•						•					
		R. Boggan	•	•	•		•	•					•					
		Schumaker Grade Recreation Area	•	•			•	•				•					•	
		Snyder Bar	•	•	•		•	•				•					•	
	Joseph Creek	Chief Joseph State Wildlife Area	•	•			•	•				•	•				•	
		Turkey Bend	•	•			•	•										
Asotin Creek	Asotin Creek Wildlife Area	•				•	•				•					•		
	Blankenship	•	•			•										•		
	Headgate County Park	•	•			•	•									•		
North Fork Asotin Creek	Lick Fork	•	•			•									•			
South Fork Asotin Creek	South Fork Hayshed	•	•			•									•			
George Creek	George Creek Wildlife Area	•				•									•			
GARFIELD COUNTY	Snake River	Central Ferry Boat Launch	•		•							•						
		Illia Dunes HMU	•	•			•				•	•	•			•		
		Illia Landing	•		•		•	•	•		•							
		Knoxway Canyon HMU	•															

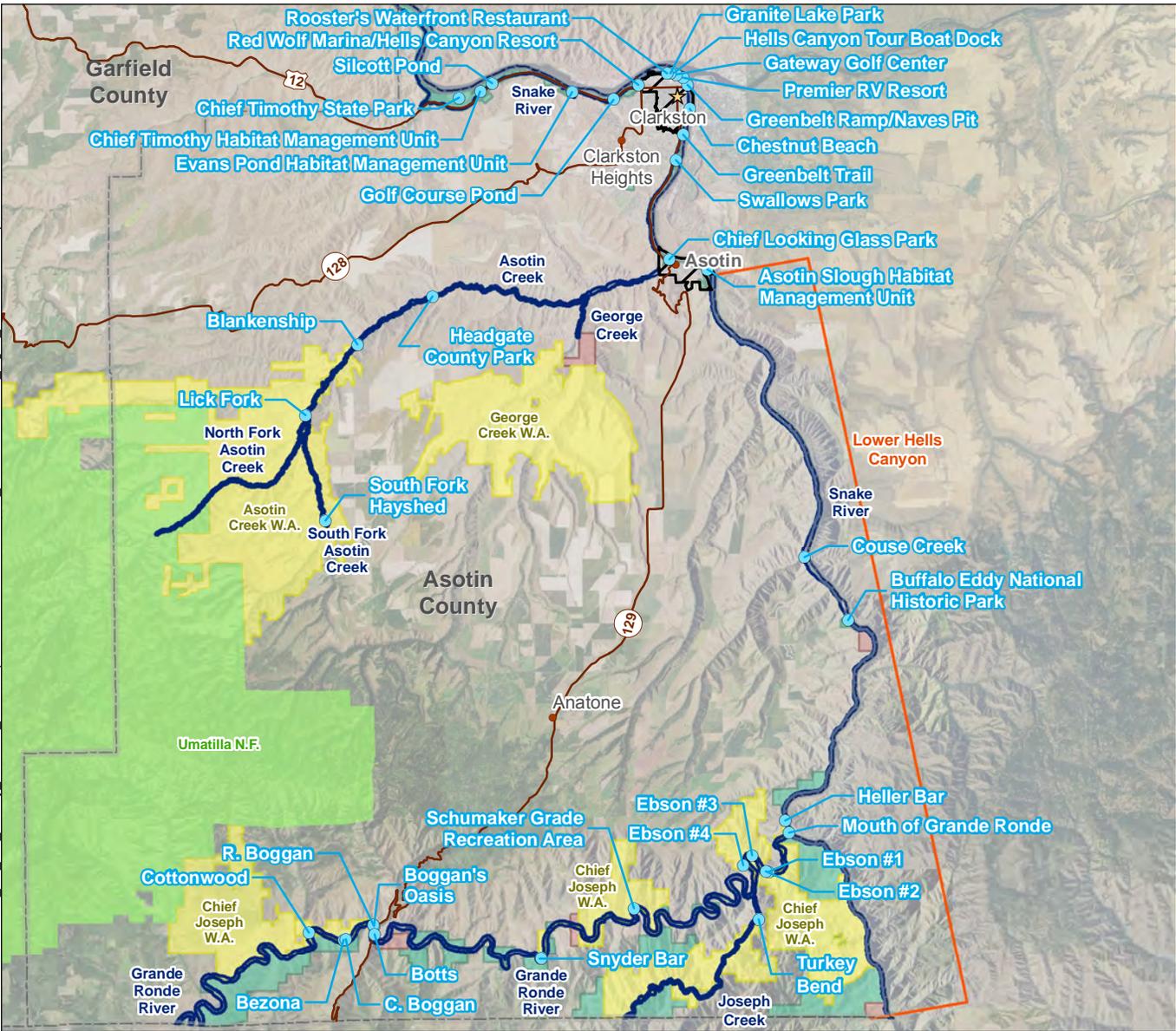
Table 12
Existing Formal Public Access Sites

SHORELINE	SITE NAME																	
		Wildlife Viewing	Fishing	Boat Launch	Full Service Marina	Day Use	Camping	RV Camping	Cabins	Picnic Area	Trail	Restrooms	Swimming Area	Restaurant	Golf	Informal Water Access	ADA Accessibility	
GARFIELD COUNTY	Snake River	Lambi Creek	•			•	•	•		•		•						
		Lower Deadman HMU	•	•		•												
		Lower Granite Dam	•	•		•					•		•					•
		New York Bar HMU	•	•		•												
		Offfield Landing	•		•	•	•				•		•					•
		Rice Bar HMU	•					•				•	•					
		Willow Bar HMU	•	•		•						•						
		Willow Landing	•		•		•	•	•		•		•					
First Creek	First Creek	•														•		
COLUMBIA COUNTY	Snake River	Little Goose Dam	•	•		•	•			•		•					•	
		Little Goose Landing	•		•	•	•	•		•		•						•
		Lyons Ferry Marina	•	•	•	•	•	•	•			•		•				•
		Texas Rapids Park	•		•		•	•	•		•		•					•
	Tucannon River	Beaver Lake	•			•							•				•	
		Big 4 Lake	•	•		•							•				•	•
		Blue Lake	•	•		•							•				•	
		Camp Wooten State Park	•			•				•		•	•				•	•
		Curl Lake	•	•		•							•				•	
		Deer Lake	•	•		•							•				•	
		Last Resort KOA	•					•	•	•	•	•	•					
		Lady Bug Campground	•			•	•				•	•	•					
		Private Lands (north of Panjab Creek confluence)	•														•	
		Rainbow Lake	•	•		•							•				•	•
Spring Lake	•	•		•							•				•	•		

Table 12
Existing Formal Public Access Sites

SHORELINE	SITE NAME	 Wildlife Viewing	 Fishing	 Boat Launch	 Full Service Marina	 Day Use	 Camping	 RV Camping	 Cabins	 Picnic Area	 Trail	 Restrooms	 Swimming Area	 Restaurant	 Golf	 Informal Water Access	 ADA Accessibility	
COLUMBIA COUNTY	Tucannon River	"Starbuck Swimming Hole"	•	•		•							•			•		
		Starbuck Park	•			•										•		
		Tucannon Campground	•				•			•		•				•		
		Tucannon HMU	•	•		•	•				•	•				•		
		Tucannon River RV Park	•				•	•			•	•					•	
		Umatilla National Forest	•	•							•						•	
		Watson Lake	•	•		•							•			•		
		W.T. Wooten Wildlife Area	•	•		•	•			•	•	•				•		
	Panjab Creek	Panjab Trailhead and Campground	•				•	•			•	•	•					
		Umatilla National Forest	•	•				•			•						•	
	Touchet River	Lewis and Clark Trail State Park	•	•		•	•	•		•	•	•	•					
		Touchet River Dike Path	•									•						
		Touchet Valley Golf Course	•									•	•		•			
	South Forks Touchet River	Rainwater Wildlife Area	•	•			•										•	
		WDNR Trust Lands	•	•													•	
	Wolf Fork Touchet River	WDNR Trust Lands	•	•													•	
	North Fork Touchet River	WDNR Trust Lands	•	•													•	
	Butte Creek	Butte Creek	•														•	
	North Fork Wenaha River	North Fork Wenaha River	•														•	
	Mill Creek	Mill Creek	•														•	

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LEGEND

- ★ Coalition City/Town
- Populated Place
- Major Road
- ▭ Incorporated City
- ▭ SE WA County Coalition County Boundary
- ▭ SMA Jurisdiction
- Existing Shoreline Public Access Site

Shoreline Land Ownership

- Federal
- State (not Wildlife Area)
- National Forest (N.F.)
- State Wildlife Area (W.A.)

NOTES:

1. This information is to be used for planning purposes only. Data are displayed as is and without any guarantee of accuracy or completeness.
2. Aerial image courtesy of USDA NAIP (2013).
3. Wildlife areas and national forest boundary data acquired from U.S. Forest Service. Ownership data acquired from USDA and USACE.
4. Existing shoreline public access data digitized from multiple text sources.
5. Only land ownership along shorelines is shown.

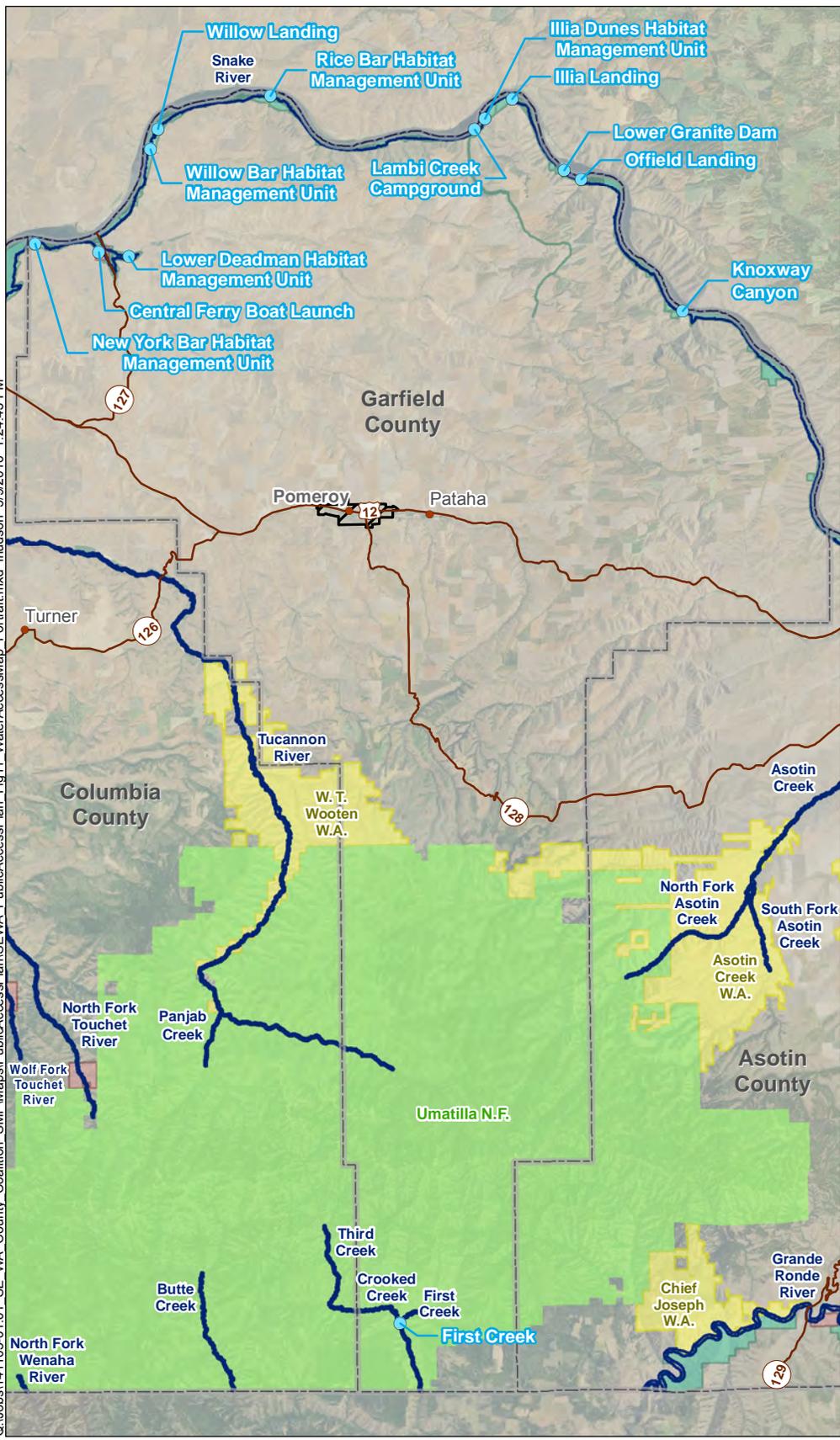


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Figure 10
Existing Shoreline Public Access Sites – Asotin County
Southeast Washington Coalition Public Access Plan

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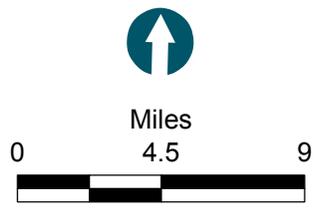


LEGEND

- Populated Place
- Major Road
- ▭ Incorporated City
- ▭ SE WA County Coalition
- ▭ County Boundary
- ▭ SMA Jurisdiction
- Existing Shoreline
- Public Access Site

Shoreline Land Ownership

- Federal
- State (not Wildlife Area)
- National Forest (N.F.)
- State Wildlife Area (W.A.)



- NOTES:**
1. This information is to be used for planning purposes only. Data are displayed as is and without any guarantee of accuracy or completeness.
 2. Aerial image courtesy of USDA NAIP (2013).
 3. Wildlife areas and national forest boundary data acquired from U.S. Forest Service. Ownership data acquired from USDA and USACE.
 4. Existing shoreline public access data digitized from multiple text sources.
 5. Only land ownership along shorelines is shown.

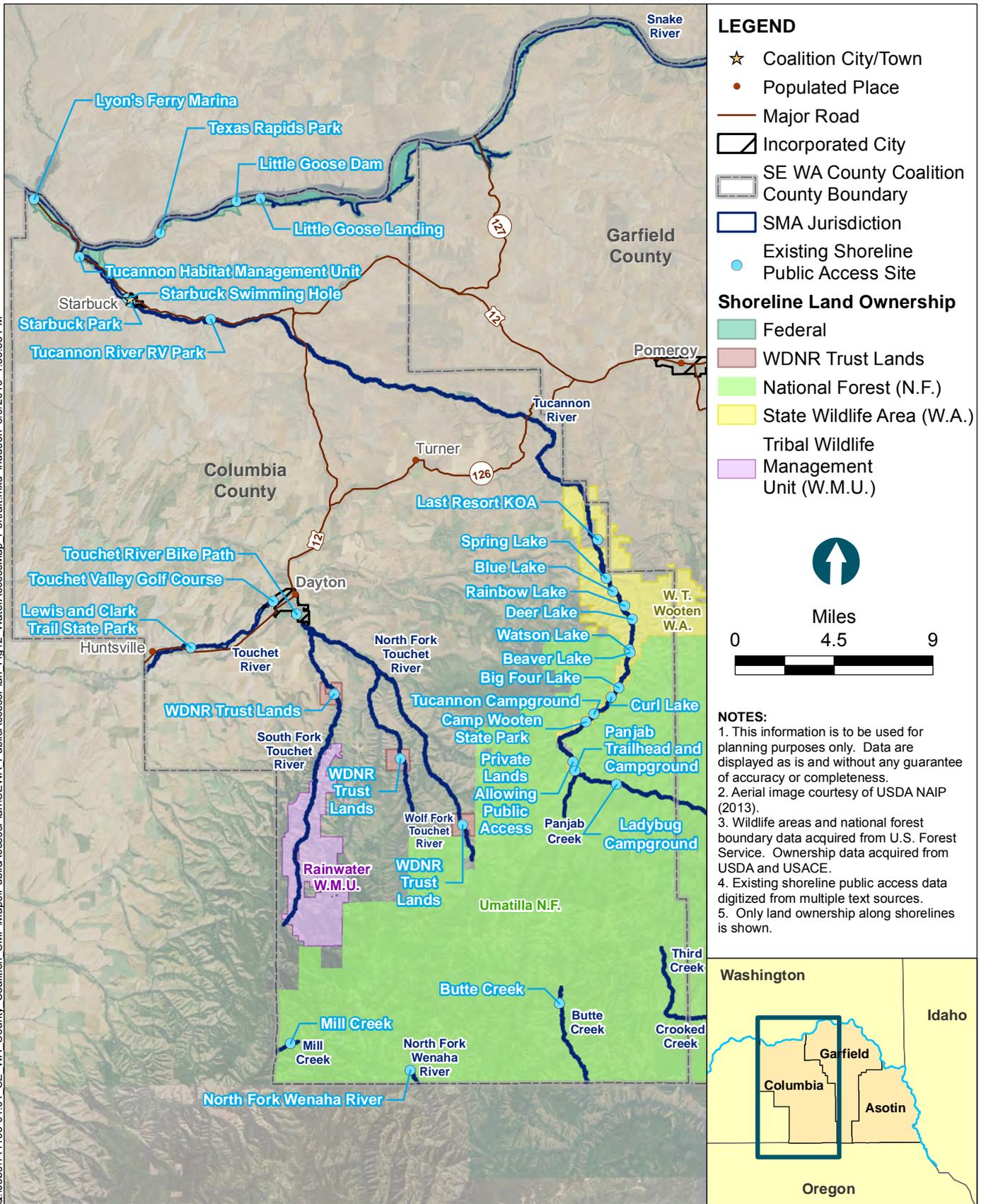


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Figure 11
 Existing Shoreline Public Access Sites – Garfield County
 Southeast Washington Coalition Public Access Plan

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Figure 12
 Existing Shoreline Public Access Sites – Columbia County
 Southeast Washington Coalition Public Access Plan



Figure 13
Tucannon River near Spring Lake
(W.T. Wooten Wildlife Area), as
viewed from Tucannon Road,
Columbia County

As previously stated, public access to shorelines can be provided in the form of formal developed sites, as well as informal and visual access to shorelines. Public road ends, bridges, and roads along shorelines provide opportunities for physical or visual access to the water. Under state law (RCW 36.87.130), public access is a preferred use for a road that abuts a waterbody. Table 13 provides a summary of the supply of informal physical and visual accesses to shorelines provided from more than 70 roads, street ends, and bridge crossings adjacent to shorelines, with some of these roads (i.e., the primary roads along the Tucannon River and Touchet River, and its forks) providing multiple bridge crossing from a single road. Street ends that are currently developed for formal shoreline access are included in Table 12 for existing formal public access sites.

Table 13
Informal and Visual Access from Roads

	Shoreline	Road	Street End	Visual Access	Bridge Crossing	Parking	Water Access	
Asotin County	Asotin Creek	Asotin Creek Road		●			●	
		South Fork Road		●	●			
		George Creek Road		●	●			
	South Fork Asotin Creek	South Fork Road		●				
	North Fork Asotin Creek	Lick Fork Road				●	●	
		Gravel road					●	
	George Creek	George Creek Road		●				
	Grande Ronde River	Grande Ronde Road			●			
		Cougar Creek Road	●		●			
		State Route 129			●	●		●
		Shumaker Road			●			
		Gravel road			●			

Table 13
Informal and Visual Access from Roads

	Shoreline	Road	Street End	Visual Access	Bridge Crossing	Parking	Water Access
		Joseph Creek Road		●	●		
		Snake River Road		●			
		Rogersburg Road		●			
	Joseph Creek	Dirt two-track road		●			
		Joseph Creek Road		●			●
	Snake River	Snake River Road		●		●	●
		State Route 129		●			●
		Critchfield Road	●	●			
		13th Street	●	●			
		Post Lane	●	●			
		Southway Bridge		●	●		
	Snake River	Highway 12/Bridge Street		●	●		
		Fair Street	●	●		●	●
		Port Drive		●			
		Highway 12		●			
		Evans Road	●	●		●	●
		Silcott Hills Terrace	●	●		●	●
	Garfield County	Snake River	Silcott Grade Road		●	●	●
Wawawai Grade Road				●			
Almota Ferry Road				●		●	●
Casey Creek Road				●		●	●
Hastings Hill Road				●			
Columbia County	Snake River	Highway 127		●	●		
		Archer Road		●			
		Little Goose Dam Road		●			
		Ferrell Road	●	●			
		Riveria Road	●	●			
		Highway 261		●	●		
	Touchet River	Railroad Bridge		●	●		
		Hogeye Hollow Road		●	●		
		Gallaher Road		●	●		
		Highway 12		●	●		
		Rose Gulch Road		●	●		
	South Fork Touchet River	Ward Road		●	●		
		South Touchet Road		●	●		
		Magil Lane		●	●		
Harting Grade Road			●	●			

Table 13
Informal and Visual Access from Roads

	Shoreline	Road	Street End	Visual Access	Bridge Crossing	Parking	Water Access
		Petty John Grade Road		●	●		
Columbia County	Wolf Fork Touchet River	Wolf Fork Road		●			
		Robinson Fork Road		●	●		
	North Fork Touchet River	North Touchet Road		●			
		Baileysburg Road		●	●		
		Vernon Lane		●	●		
		Wolf Fork Road		●	●		
	Panjab Creek	USFS Road NF 4713		●			
	Tucannon River	Tucannon Road		●	●	●	●
		USFS Road NF 4713		●	●		●
		USFS Roads NF 4620, 180, 160, 140, 020	●	●			●
		McGovern Lane	●	●	●		
		Hartsock Grade Road	●	●		●	
		Turner Road		●	●		
		Kings Grade Road	●	●	●		
		Enrich Road	●	●	●		
		Highway 12		●	●		
		Territorial Road		●	●		
		Highway 261		●	●		
	Tucannon River	River Ranch Lane	●	●	●		
		Smith Hollow Road	●	●	●		
		H. A. Fletcher Road		●	●		
		Kellogg Hollow Road (Starbuck)		●	●		
		Tucker Road		●	●		

Notes:

NF = North Fork

USFS = U.S. Forest Service

3.3.1 Snake River

As discussed in Section 3.1.1, the development of the lower Snake River dams has resulted in a number of formal recreation and publicly accessible habitat enhancement sites owned by the USACE. These USACE-developed sites mitigate for impacts from construction and operation of the lower Snake River dams and provide many developed public access areas

along the Snake River, especially within Asotin County. Anglers and hunters frequently use access points on the Snake River. Hells Canyon National



Figure 14

Washington Water Trails Association Northwest Discovery Trail

Recreation Area begins just south of the SE WA boundary along the Snake River and includes the deepest river gorge in North America.

USACE sites along the Snake River in Garfield and

Columbia counties are more dispersed. The Snake River is also part of the Northwest Discovery Water Trail that accommodates motorboats, sailboats, and human-powered craft. The trail begins in the Clearwater River in Idaho, follows the Snake River through the SE WA shoreline area to the Columbia River, and ends at the Bonneville Dam (Northwest Discovery Water Trail 2015).

3.3.1.1 Asotin County

There are more than 20 existing water access sites along the Snake River within Asotin County (including Clarkston) that are owned or managed by USACE, WDFW, the Port of Clarkston, or other private recreational managers. Many of these developed public access points are in and around the cities of Clarkston and Asotin. There are fewer formal public access sites upstream (south) of the City of Asotin. In the 23 mile stretch of the Snake River between the City of Asotin and the mouth of the Grande Ronde, there are four public access sites to the shoreline, including Heller Bar (near the mouth of the Grande Ronde), and Couse Creek, and the Asotin Slough HMU sites, which provide boat access points. The fourth access point is at the Buffalo Eddy National Historic Park (between Heller Bar and Couse Creek), which provides parking and beach access.



Figure 15
Buffalo Eddy National Historic Park (Snake River),
Asotin County

Although there are fewer formal public access sites upstream of City of Asotin, there are many informal points of physical and visual access in the upper reaches. The Snake River Road runs adjacent to the Snake River (west bank) within Asotin County, providing visual and other informal access to the shoreline. As regional population has gradually increased, conflicts regarding access (and associated littering) to the west bank of the

Snake River shorelines have become more pronounced on public and privately owned property between the river's edge and the Snake River Road in Asotin County.

USACE owns and manages shoreline recreation sites up- and down-stream of the City of Clarkston, including Swallows Park upstream of the city limits, which includes a 64-acre site with boat launches, docks, parking, and additional recreation amenities. This is the single most visited park on the Snake River within the SE WA Region (USACE 2015). Downstream of the city limits, USACE owns the majority of the shoreline, to the Asotin/Garfield county border. USACE-owned sites include the Golf Course, Evans, and Silcott Ponds, Chief Timothy HMU, and Chief Timothy State Park, which is currently leased to a private entity for management. Chief Timothy State Park is a 198-acre park located on Silcott Island on the Snake River, and includes campgrounds, recreational vehicle (RV) parking, toilets, showers, swimming beaches, boat launches, volley ball courts, fire pits, and hiking trails. Chief Timothy HMU is located just upstream of Silcott Island.

3.3.1.1.1 City of Clarkston

The City of Clarkston is considered the gateway to Hells Canyon, which is the deepest river gorge in North America. The area is an important draw for tourists who come to jet boat or paddle in the canyon, among other recreational activities.

Within the 3 miles of Clarkston's Snake River shoreline, there are eight public access sites to the shoreline. Four of these sites are managed or partially-managed by the Port of Clarkston, including the Red Wolf Marina, Rooster's Waterfront Restaurant, Granite Lake Park, and the Gateway Golf Center, which provide opportunities for shoreline recreation, visual access, tourism, fishing and jet-boating. The Port also manages a cruise ship dock within Clarkston that is gated to restrict access due to security requirements.

The Greenbelt Trail runs along the west side of the Snake River from the City of Asotin through City of Clarkston, ending at the Port of Clarkston property on the north end of the City. The Snake River between the Oregon border and the City of Clarkston has many sandy beaches, which provide informal public access for boats and beach recreation when the water level is below ordinary high water mark.



Figure 16
Greenbelt Trail along Snake River
(Clarkston), Asotin County

3.3.1.2 Garfield County

The Snake River runs the entire length of the northern boundary of Garfield County and provides the vast majority of the jurisdictional shoreline found in the County. Lower Granite Dam is located on the Snake River in Garfield County and provides a fish viewing room, visitor center, picnic area, swimming in designated recreation areas, and locks for vessel passage. Lower Granite Lake forms behind the dam (upstream) and extends 39 miles upstream.

Although the entire shoreline is owned by USACE and open to public access, there is very limited physical access upstream of the dam to the Garfield/Columbia County border. Steep terrain limits physical access, although the shoreline is accessible from boats in the river.



Figure 17
Willow Landing and HMU (Snake River), Garfield County

The majority of public access to the Snake River is provided downstream of the Lower Granite Dam, where terrain and roads provide for more opportunities of for public access. USACE has multiple formal public access sites in Garfield County, including campgrounds, boat launches, and five HMUs. The five HMUs (Illia Dunes, Rice Bar, Willow Bar, Lower Deadman, and New York Bar) provide public access for

fishing and water-oriented hunting. Additionally, the Port of Garfield manages and operates the Central Ferry Boat Launch for public access to the Snake River.

Visual access is limited from the Garfield/Asotin county border to the Lower Granite dam because there are no roads that run adjacent to the Snake River on the Garfield County side of the river. Additionally, there is only one road access downstream of the Lower Granite Dam between Lambi Creek Campground and Willow Bar HMU, which is the access road to Rice Bar HMU.

3.3.1.3 *Columbia County*

Much of the Snake River shoreline in Columbia County is steep, rocky, and remote, limiting potential public access sites. The entire shoreline is owned by the USACE and is open to the public, but access is only available by boat in many areas due to terrain. Little Goose Dam is also located along the Snake River in Columbia County and provides fishing, camping, picnicking, and other water-oriented public access to the Snake River. Lake Bryan is formed by the impoundment upstream of Little Goose Dam and stretches upstream to the base of

Lower Granite Dam. Lake Bryan is popular with boaters and anglers, particularly for steelhead and sturgeon.

Lyon's Ferry Marina is the largest and most developed public access site in the Columbia County portion of the Snake River. The marina is owned by the Port of Columbia and managed by a concessionaire (KOA). The marina offers many amenities, including camping, swimming, RV hook-ups, an off-leash dog-park, kayak rentals, a picnic area, and a boat launch. The area is a popular spot for anglers and boating enthusiasts. The Lyon's Ferry State Park across the Snake River in Franklin County, which has been closed due to budget constraints, recently re-opened under limited hours. This park offers boating, swimming, and picnicking opportunities, alleviating some of the recreational demand on the Lyon's Ferry Marina.

3.3.2 Grande Ronde River

Much of the Grande Ronde River shoreline (Asotin County) is publicly owned. Formalized public access to the Grande Ronde River is provided by WDFW at several locations within the Chief Joseph Wildlife Area, which offers restrooms, parking, boat launches, and camping. WDFW owns approximately a 25-mile stretch of the Grande Ronde River, and additional property along the river and Joseph Creek, and associated uplands in the Chief Joseph Wildlife Area. The U.S. Bureau of Land Management (BLM) also owns shorelines and uplands on the Grande Ronde River and on lower Joseph Creek. There are approximately 13 public access and camping sites along the river and one site (Turkey Bend) located on Joseph Creek. The Grande Ronde River is also an important steelhead fishery. Large numbers of people come from outside the area to fish the river. Traditional informal access on the Grande Ronde River has caused some conflicts as angling effort and other river recreation have increased in recent years.

3.3.3 Asotin Creek

Asotin Creek has less public land available for public access than Asotin County's other waterways, but still provides opportunities for water-oriented wildlife viewing, hiking, photography, and some fishing. There are two formal public access sites, including Blankenship, managed by WDFW, which include parking and shoreline access. The

Headgate County Park is also on the Asotin Creek and includes parking, restrooms, and shoreline access.

WDFW also manages the Asotin Creek Wildlife Area and George Creek Wildlife Area. There are several informal water access sites within the boundary of the wildlife areas and visual access from roads that run along the creek and its forks. There is parking at the confluence of Lick Creek and North Fork Asotin Creek. There is also a parking area at the South Fork Hayshed on South Fork Asotin Creek where South Fork Road crosses the creek. Road access is closed from December 1 to April 1 on North Fork Asotin/Lick Creek and South Fork Asotin Creek roads to protect big game on their winter range (WDFW 2006). Public access to George Creek is limited by private ownership, although George Creek Road runs adjacent to the creek providing some visual access.

3.3.4 Tucannon River

The Tucannon River's shoreline jurisdiction is mostly within Columbia County with a small portion in Garfield County. Fishing is a popular activity along the Tucannon; however, the season is highly restricted to protect four federally listed salmonid species. The Tucannon River provides many public access sites in its upper reaches. The Tucannon Fish Hatchery releases Chinook salmon and steelhead into the Tucannon River (WDFW 2006). The Tucannon Lakes are adjacent to the upper reaches of the Tucannon River within the W.T. Wooten Wildlife Area. The lakes are managed by WDFW and stocked with rainbow trout by the Tucannon Fish Hatchery (WDFW 2006). The Tucannon Lakes are open to public fishing and provide ample public access opportunities in the upper reaches of the Tucannon River. Ladybug Campground, Panjab Campground, Camp Wooten State Park, Tucannon Campgrounds, and the Last Resort KOA provide camping opportunities farther upstream (south) along the upper reaches of the Tucannon River. The *Umatilla National Forest Land and Resource Management Plan* (USFS 1990) identifies the Tucannon River from Panjab Creek to the Columbia/Garfield county border as a viewshed management area to meet visual quality objectives. The Garfield County portion of the Tucannon River is also in the upper reaches and publicly owned by the USFS, as part of the Umatilla National Forest. The area is fairly remote with rugged terrain, and there are no formal public access sites.



Figure 18
Tucannon River at Camp Wooten and Tucannon Campground,
Columbia County

Camp Wooten, owned by WDFW and managed by Washington State Parks, is the largest environmental learning center in Eastern Washington and includes sleeping cabins, restrooms with showers, and an indoor swimming pool. There are sleeping accommodations for up to 200 people, and with park manager approval, tents and RVs are allowed (Washington State Parks 2015).

The Tucannon Campgrounds are a popular place for people from the Tri-Cities, Walla Walla, and elsewhere, to come to recreate. Most of the visitors to the wildlife area come to camp in the campgrounds and fish in the Tucannon Lakes, hunt, or view wildlife on public lands. There are currently ten designated campgrounds in the wildlife area maintained by WDFW. These campgrounds have metal fire rings, outhouses, and a few concrete picnic tables. There are also four USFS-designated campgrounds in the Tucannon drainage. All four of the USFS-designated campgrounds are located in the floodplain and are experiencing the same riparian damage issues as the WDFW campgrounds. Several of the campgrounds have been relocated out of the floodplain (WDFW 2012a). An informal camping area also exists in the upper Tucannon reach (south of the Panjab Creek confluence) on private land surrounded by state and federal land.

WDFW has a small parking area (two cars) with a kiosk where Hartsock Grade Road and Tucannon Road intersect (north of the Last Resort KOA). People come here to hunt pheasant and can access the Tucannon River from this parking area. An old dirt road south of the parking area is also used informally for parking.

Public access is more limited in the lower reaches of the Tucannon River due to private ownership. There is a 25-mile stretch on the Tucannon River between Last Resort KOA and the Tucannon River RV Park where there is no formalized public access to the river. Downstream of the Tucannon RV Park, public access is provided at the Tucannon HMU, and the Starbuck Park and Starbuck Swimming Hole.

Although formal access is limited in the lower reaches by private property, there are approximately 20 bridge crossings on the Tucannon River, all downstream of the Last Resort KOA. They provide visual and informal public access to the river on public right-of-way, including fishing. Tucannon Road runs adjacent to the river until it intersects with Highway 12 and Highway 261. Highway 261 continues adjacent to the river's confluence with the Snake River.

3.3.5 Touchet River

The Touchet River flows through Columbia County. The Touchet River and its forks are mostly privately owned, so fewer opportunities exist for public access sites. Lewis and Clark Trail State Park downstream of Dayton has 1,300 feet of Touchet River frontage and provides water-oriented camping, swimming, hiking, wildlife viewing, and fishing. The Touchet Valley Golf Course and Touchet River Dike Path also provide some public access near Dayton. Roads also run adjacent to the Touchet River, providing visual access and physical access at five bridge crossings.

The South, Wolf, and North forks of the Touchet River have very limited formal public access sites due to private ownership and general lack of developed access. The upper reaches of the South Fork are in the Rainwater Wildlife Area owned by the CTUIR, which is open to general public and recreational fishing, hunting, and primitive camping.



Figure 19
Touchet River south of Dayton, Columbia County

WDNR owns trust lands on the South, Wolf, and North forks of the Touchet River, providing the only other public access opportunities along these rivers. All WDNR trust lands in Columbia County are open to the public, including hunting and fishing, provided there is legal access to the WDNR land (WDNR 2014). Roads provide access directly to the WDNR properties on all three forks of the Touchet River. The South

Touchet Road runs adjacent to the South Fork Touchet River, providing visual access and physical access at five bridge crossings. The Wolf Fork Road runs adjacent to the Wolf Fork Touchet River, providing visual access and physical access at four bridge crossings. The North Fork Road runs adjacent to the North Fork Touchet River, providing visual access and physical access at six bridge crossings.

3.3.6 Forest Service Creeks

The entire watershed that is owned by USFS is part of the Umatilla National Forest. The Umatilla National Forest is known mostly for its dispersed recreation opportunities. The creeks with shoreline jurisdiction are mainly within Columbia County with First and Third creeks within Garfield County. These Forest Service Creeks are remote, with very little road access. There is no formal public access; however, the area is accessed for use by equestrians and hunters.

4 PUBLIC ACCESS NEEDS AND OPPORTUNITIES

This Public Access Plan strives to, “*identify public access needs and opportunities within the [shoreline] jurisdiction and explore actions to enhance shoreline recreation facilities...*” (WAC 173-26-201(3)(d)(v)). In order to gain understanding of the common shoreline interests and public access desires within the SE WA Region, the SE WA Coalition held public visioning workshops in October 2014 throughout the region and summarized the public comments received during the workshops in a Visioning Workshops Summary (Anchor QEA 2014). The visioning process provided information and guidance for public access needs and opportunities that are described in this section.

Additionally, existing plans were reviewed to help identify the SE WA Region’s public access needs and opportunities, including local comprehensive plans, port master plans, wildlife area management plans, and additional applicable local, state, and federal plans.

4.1 Needs

The SCORP’s assessment of the supply of outdoor recreation facilities and opportunities within the state suggests the supply of recreation is not completely meeting public demand, and meeting that demand is further challenged by the pressure of population growth and urbanization in Washington (RCO 2013a). The SE WA Region has significant existing public access opportunities in the regional supply with high demand on these areas. Public access needs depend on several factors, including the public access currently available, population growth, and desires expressed by shoreline users from the local area and from visitors (Ecology 2011).

As discussed in Section 3.2.1, more than 300 residents in the Palouse region were interviewed as a part of the SCORP’s planning process, which identified current outdoor recreation demand trends (see Table 7), and current satisfaction levels with facilities and opportunities within the Palouse region (see Section 4.2). Additionally, more than 90 individuals participated in the SE WA Coalition’s October 2014 visioning workshops, providing comments on public access improvement opportunities. Table 14 describes the overarching public access needs and desires identified by the Coalition and the public during the visioning process.

Table 14
Visioning Comments on Public Access Needs

No.	Needs	Snake River	Grande Ronde River	Asotin Creek	Tucannon River	Touchet River	Forest Service Creeks
1	Enhance law enforcement opportunities to address littering and illegal shoreline access by providing signage, with incident and violation reporting contact information	●	●		●	●	
2	Increase the number of marinas and improve existing marinas	●					
3	Increase the number of boat launches	●	●				
4	Secure operational and maintenance capacity/funding for existing facilities	●					
5	Expand trails	●		●	●	●	
6	Expand fishing access				●	●	●
7	Create education programs to help the public understand legal access areas to the shorelines	●	●		●	●	
8	Increase the number of swimming areas and improve existing swimming areas	●	●	●	●	●	
9	Improve access to U.S. Forest Service lands				●	●	●
10	Improve/preserve physical and visual access from roads and road ends	●			●	●	
11	Improve parking	●	●	●	●		

4.2 Opportunities

The public access improvement opportunities identified in the sections below include identified improvements from port master plans, and visioning and planning documents from local, state, and federal agencies. Current satisfaction levels with the supply of facilities and opportunities within the Palouse region are shown in Table 15 based on the Responsive Management Survey (Responsive Management 2012), which provided the survey data used for the SCORP. The survey results were based on the following levels of satisfaction: highly satisfied; satisfied; neutral; dissatisfied; and highly dissatisfied. Overall satisfaction was found to be generally high in the Palouse region, with hunting (shooting) activities ranking the lowest in satisfaction levels (33 to 43% satisfied). Satisfaction rates for other

areas of high participation rates such as picnicking, barbequing, and cooking out (65 to 69% satisfaction), and wildlife viewing (57% satisfaction) highlights opportunities for improvements.

Table 15
Satisfaction with Activities at the Community Level – Palouse Region

Activity (Among Palouse region residents)		Satisfied (%)	Overall Satisfied (%)
Walking	Facilities	68	90
	Opportunities	64	90
Hiking	Facilities	69	80
	Opportunities	89	81
Jogging or running	Facilities	74	85
	Opportunities	73	87
Picnicking, barbequing, or cooking out	Facilities	69	84
	Opportunities	65	80
Wildlife viewing/photographing	Facilities	58	73
	Opportunities	57	75
Boating – except whitewater rafting	Facilities	77	92
	Opportunities	75	91
Beach activities	Facilities	64	88
	Opportunities	74	89
Sightseeing	Facilities	70	93
	Opportunities	76	72
Fishing or shellfishing	Facilities	79	94
	Opportunities	80	91
Camping	Facilities	66	90
	Opportunities	72	87
Bicycle riding	Facilities	67	80
	Opportunities	59	78
Playground use	Facilities	80	93
	Opportunities	71	87
Hunting/shooting	Facilities	33	39
	Opportunities	42	58

Table 16 summarizes opportunities based on comments received during the visioning workshops and the top-ranked outdoor recreation uses currently in demand as identified in the SCORP planning process for the Palouse region (Responsive Management 2012).

Table 16
Opportunities Based on SCORP's Top Ranked Outdoor Recreation Activities in Past 12 months

No.	Top-ranked outdoor recreation activities in Palouse Region (shoreline-related)	Visioning Comments on Public Access Needs										
		Enhance law enforcement and signage	Improve/inverse marinas	Increase boat launches	Secure operation and maintenance funds	Expand trails	Expand fishing access	Create public education programs	Improve/increase swimming areas	Improve access to U.S. Forest Service lands	Preserve physical and visual access from roads	Improve parking
1	Walking, hiking, jogging				●	●		●		●		
2	Picnicking, barbequing, or cooking out	●			●	●		●	●			●
3	Wildlife viewing					●		●		●	●	●
4	Swimming (natural waters) and tubing	●				●		●	●		●	●
5	Fishing	●	●	●		●	●	●		●	●	●
6	Camping	●			●	●		●		●		●
7	Bicycle riding					●						
8	Playground use				●							
9	Boating	●	●	●	●			●				
10	Visiting an interpretive nature center				●			●				
11	Hunting							●		●		

Note:

SCORP = State Comprehensive Outdoor Recreation Plan

The following considerations were also taken into account when identifying public access opportunities:

- There may be an opportunity to connect with volunteer groups to assist with maintenance duties of trails, access areas, and water sites. Some of these opportunities may be available through the wildlife area management plans.
- There may be opportunities to provide pedestrian and bicycle access on top of existing levees in Dayton and along the shoreline in Clarkston.
- There may be opportunities for a non-profit entity to develop a plan to purchase private lots as they become available for sale, or even approach property owners if there are properties that would be good for public access. Identify willing sellers with property that could provide possibility for increasing fishing or other recreational opportunities along the shorelines.
- There may be an opportunity for providing additional public access with bridge replacement projects, which should be evaluated.
- There may be opportunity to provide public access across private property through a Public Benefit Rating System, such as that currently used by King County, Washington. This is discussed later in Section 5, Implementation.
- There are several undeveloped sites that are currently in private ownership that are not developed. However, many of these sites lack road access and/or have steep slopes that preclude development.
- Operation and maintenance (O&M) costs (dredging at boat ramps and docks) pose challenges for entities managing shoreline recreational sites. Existing sites may not remain usable in the future without O&M funding.

Many of the opportunities identified in the following sections include improvements and expansions to existing public access sites and facilities. Opportunities that are proposed at a new location and provide formalized public access that do not currently exist are emphasized as *New*. Tables 17 through 20, included at the end of each of the sections below, provide a summary of opportunities identified for each waterbody with SMP jurisdiction, and whether the proposed improvements are included in an existing plan or proposed as new in this plan.

4.2.1 Snake River

1. Heller Bar (Asotin County) – Snake River



Figure 20
Heller Bar (Snake River), Asotin County

Heller Bar is located within the Chief Joseph Wildlife Area approximately 28 miles south of Clarkston, Washington, near the mouth of the Grande Ronde River. The land is owned by WDFW and co-managed by the BLM and by WDFW.

Heller Bar's main challenge is congestion during peak use. The diverse interests of people using Heller Bar, such as jet boats and rafters, occasionally leads to conflict. WDFW has identified proposed improvements at Heller Bar, including the installation of a new ramp designated for rafts and other non-motorized boats. With a separate ramp designated for rafts and floaters only, the existing ramp could be improved and designated for powerboats only. New directional signs and addition of a new gravel surface to parking areas would accompany boat ramp improvements. RCO grants have been identified for potential funding for this \$400,000 project (WDFW 2012b).

Other problems that sometimes arise include garbage being left behind on the beach, illegal fires on the beach, and noise issues created by the large numbers of users that visit the area during the certain times of year. The following is a list of potential opportunities and improvements:

- Increase amenities such as vault toilets, designated picnic areas, and potable water to help reduce user conflicts and enhance the recreation experience
- Discourage fires on the shoreline by providing fire pits in the designated picnic/camp sites
- Post signage clearly identifying usage areas and rules/regulations

2. *New Boat Ramp Near Snake River Rendezvous (between Heller Bar and Clarkston in Asotin County) and Beach Site Improvements/Management*



Figure 21
Potential new boat ramp near Snake River
Rendezvous (Snake River), Asotin County

Asotin County identified a goal of focusing boat activity on the Snake River to help reduce conflict with user types. There had been a proposal to add a boat launch on the Snake River approximately halfway between Heller Bar and Clarkston, north of the Snake River Rendezvous (also commonly referred to as “Church Camp”); however, the boat ramp was never built due to funding constraints. The County has widened the

Snake River Road in this area to accommodate day use and additional vehicle parking during peak fishing season times.

The following is a list of potential opportunities and improvements:

- Add boat ramps to address the public access gap within this reach
- Add signage/maps showing nearby boat launch or passive recreation sites
- Formalize parking to accommodate the number of users
- Provide amenities such as vault toilets, and potable water to enhance the recreation experience
- Post signage clearly identifying usage areas and rules, and explore the feasibility here and at other areas of using volunteer stewards to monitoring launching, answer questions during peak use, and provide other recreational user support

Additionally, verify legal access opportunities to existing beach areas along the Snake River and explore the feasibility of providing restroom facilities at some of these beaches, as appropriate.

3. *Bicycle/Pedestrian Improvements (Asotin County)*

The *Asotin County Regional Bicycle/Pedestrian Plan* (David Evans and Associates 2011) identifies multiple locations throughout the Lewiston/Clarkston valley to enhance bicyclist and pedestrian safety and improve trail connectivity to regional destinations. Trail connectivity to Chief Timothy State Park, the Asotin County levee system, and the Nez Perce County (Idaho) trail system is hoped to be achieved by these proposed improvements.

Several road ends and bridge crossings adjacent to or on the Snake River were identified for improvements in the Asotin County plan and plans by the Port of Clarkston (Port of Clarkston 2014b). See Table 17 (item number 3) for the locations of priority trail improvements identified in these plans.

Opportunities for improvements trail/access improvement along the shoreline include the following, as described in the *Asotin County Regional Bicycle/Pedestrian Plan* (David Evans and Associates 2011):

- a. Critchfield Road Crossing – A grade-separated bicycle/pedestrian crossing is necessary at this location. The high priority nature of this project is attributed to its safety benefit. There has been one pedestrian fatality at this location and a recent serious pedestrian injury. Additionally, enhanced connectivity at this location promotes the circular connectivity of the system as a whole. This location was chosen as a candidate for a grade-separated crossing due to existing use, because the existing conditions do not promote safe access to the levee system. The installation of a large bicycle- and pedestrian-appropriate culvert, with associated paving, signing, striping, and parking area, will greatly improve the conditions of this crossing.
- b. Swallows Park –This project involves the connection at 22nd Avenue to Swallows Nest Park. The project would involve the widening of the shoulder on the west side of Highway-129 with the addition of adequate signing and striping. Traffic moves quickly at this intersection, so pedestrian and bicycle visibility will be of key importance.

- c. **Fleshman Way/Southway Bridge** –A crossing at Fleshman Way is necessary to enhance overall system connectivity, promoting fluidity between the Idaho and Washington systems and maximizing quick access to the levee trail system. Currently, this intersection is neither bicycle nor pedestrian friendly. There are plans underway to reconfigure the intersection/interchange from a vehicular perspective, which could become a partnering project. The intersection design incorporates bicycle/pedestrian concerns and includes the use of a roundabout. Public involvement will be important in ensuring that public access concerns are incorporated into final design.
- d. **Highway 12/Bridge Street** –This project will provide a safety improvement for bicyclists and pedestrians, connecting to the Nez Perce side of the river and improving connectivity to the Asotin County bicycle/pedestrian pathway system. The proposed connection would be on the north side of the Interstate Bridge and likely involve an evaluation of the current bridge capacity and assessment of the possibility of having to construct an additional bridge for the bicycle/pedestrian pathway. This project is vital to making a complete regional system.
- e. **US 12-Chief Timothy Connection** –Chief Timothy State Park lies approximately 7 miles west of Clarkston. The park is a major regional recreational destination and the community would benefit greatly by the addition of a separated, multi-use pathway from Clarkston out to the park with a strategically located crossing of US-12. Because of the terrain, environmental, and right-of-way issues, innovative design and permitting approaches will be needed. The Port of Clarkston could serve as project lead and sponsor for the trail connection on port-managed land from Granite Lake Park, along the shoreline, to 13th Street, to Port Drive to Highway 12. 13th Street ends at the Snake River on Port property, and could provide a view point and parking area near the water. Another sponsor would need to lead for the trail section along Highway 12 from Port Drive to the state park. This trail extension could offer connections to the Golf Course Pond, Evans Pond HMU, and Silcott Point, which are located along the Snake River between Clarkston and Chief Timothy State Park. It is anticipated that this project would be constructed in phases to maximize affordability.

4. *Swallows Park (Asotin County)*

Swallows Park is a 64-acre park owned and maintained by USACE and located on the Snake River and along the Greenbelt Trail. It is a day-use park with a four-lane boat launch ramp. The park has covered shelters with electricity and water, picnic tables, barbecue facilities, and playgrounds, and is Americans with Disabilities Act (ADA) accessible.

Opportunities for improvements include redesigning the boat launches to improve access conditions and reduce sediment loads and maintenance needs. With the size and popularity of this park (the single highest number of visitors documented at this park compared to other sites on the Snake River), there may be opportunity to expand picnic and barbequing amenities.

5. *Chestnut Beach (City of Clarkston)*

Chestnut Beach (also known as Beachview Park) is Clarkston's largest park. In addition to providing views of the Snake River, it has three covered picnic areas (one with multiple barbecues), two playground areas, a skate park, a basketball court, and lots of open area for recreation. An opportunities for improvement is to increase parking availability to accommodate the number of users at this popular park.

6. *Greenbelt Ramp (City of Clarkston)*

Greenbelt Ramp is owned and managed by USACE and located on Lower Granite Lake. This day-use site also includes flush toilets, ADA-accessible trails, picnic tables, docks, and a two-lane boat ramp. Dredging is currently needed at this boat ramp in order to maintain boat access for the 2015 boating season and beyond. Future maintenance dredging needs are also expected.

7. *Red Wolf Marina (City of Clarkston)*

Land underlying the Red Wolf Marina is owned by USACE and leased to the Port of Clarkston. The Port subleases to the marina. O&M actions needed to maintain a viable marina include dredging, breakwater improvements, and milfoil management.

8. Chief Timothy State Park (Asotin County)

Chief Timothy State Park is a 198-acre park located on Silcott Island on the Snake River. It is owned by USACE and leased to a private entity for management (note that the current lease is scheduled to expire in 2 years). By 2016, Chief Timothy Park will be home to a Maya Lin installation as part of the Confluence Project, which includes a total of six public art installations along the Columbia River system. This installation would be the only Confluence Project installation within the SE WA region. Although the southern portion of this island park has a traditional park character with irrigated landscaping, and includes campgrounds, RV parking, ADA access, toilets, showers, swimming beaches, boat launches, volleyball courts, picnic tables, fire pits, and hiking trails, the northern half of the island has only informal trails through shrub steppe habitat. Off-road vehicle use in this area is also evident. The informal trails provide a complete loop around the island; if these were formalized, the island could provide a unique walking and biking trail within close proximity to the City of Clarkston. The park could provide a great location for recreation events (fun runs, triathlons) given its close proximity to the City via car or transit.

9. Offield Landing (Garfield County)

Offield Landing is a day-use, boating, and primitive camping park located on the Snake River upstream of the Lower Granite Dam and managed by USACE. The site includes primitive campsites, fire pits/grills, picnic tables, shade shelters, drinking water, vault toilets, a one-lane boat launch, and a handling dock. There is opportunity to improve the boat launch; the current grade can make access difficult.

10. Illia Landing (Garfield County)

Illia Landing is a day-use and primitive camping park located on the Snake River and managed by USACE. The site includes primitive campsites, fire pits/grills, picnic tables, shade shelters, drinking water, vault toilets, a one-lane boat launch, and a handling dock. People come to Illia Landing to enjoy water activities such as waterskiing, swimming, canoeing, fishing, boating, hunting and sunbathing.

Like many areas that are somewhat difficult to access, Illia Landing experiences damage from large groups of people congregating for unauthorized parties. The site's remote location

makes it difficult for emergency services to respond to alcohol related accidents such as boating collisions and drowning. Much of the shoreline in the area is part of a USACE's Illia Dunes HMU, and these parties often damage wildlife habitat and vegetation and leave behind debris. The beach access was recently closed for 2 weeks by the USACE because of the large amounts of debris left behind by visitors.

The remote location and inadequate facilities make it difficult to reduce the impacts from large gatherings. Additionally, because USACE has ownership and jurisdiction, there is little that can be done at the local level to reduce impacts to the shoreline and public safety concerns. The following is a list of potential opportunities and improvements:

- Add boat ramps to address the public access gap within this reach
- Create parking to allow for the number of users
- Provide amenities such as vault toilets, and potable water to enhance the recreation experience
- Post signage clearly identifying usage areas and rules
- Provide site supervision with volunteer steward/caretaker
- Provide environmental education for the habitat management aspect of the area.
- Provide a designated trail to direct users to preferred areas with wildlife viewing opportunities

11. Willow Landing (Garfield County)

Willow Landing is a day-use, boating, and primitive camping park located on the Snake River and managed by USACE. The site includes primitive campsites, fire pits/grills, picnic tables, shade shelters, drinking water, vault toilets, a one-lane boat launch, and a handling dock. There is opportunity to improve the boat launch; the current grade can make access difficult. There is also opportunity to pave the gravel access road, which would likely increase usage of the boat launch.

12. Central Ferry Boat Launch (Garfield County)

The Port Garfield owns 80 acres of land, which includes the 3.5-acres of improved area for the Central Ferry Boat Launch site for day use, including informal parking and a vault toilet. The site is adjacent to the Pomeroy Grain Growers grain elevators and terminal site to the

south. In considering the improvements opportunities at this location, it is important to note the existing boat launch is located next to a seasonally active barge terminal and grain-loading facility. Recreational uses/boat access may, on occasion, have some conflicting in-water traffic. A larger issue is the existing access road to the boat launch is shared with the truck traffic serving the grain elevators, creating conflict during peak harvest times. Parking expansion and/or formalization of parking areas should be considered, along with any ways to reduce conflict with grain truck access to the grain elevators.

Because Central Ferry State Park closed across the Snake River (Whitman County), activity has increased at the Central Ferry Boat Launch. Steep hills rise up behind the boat launch, so increasing the public access facilities would be impeded by limited usable space, although some expansion may be possible. Improvements to the site could be made to the existing amenities. The following is a list of potential opportunities and improvements:

- Replace dock with newer docks removed from Central Ferry Park (currently stored onsite on Port property with installation scheduled for spring of 2015)
- Repair in-water hole on boat ramp with a pre-cast concrete slab to improve boat access; (prior effort to fill the hole with rock material did not last)
- Formalize parking area and possibly expand parking area to the west
- Improve signage in and out of the recreation site to minimize conflicts with grain-truck traffic during harvest
- Evaluate peak use at boat launch and consider in the future whether an additional vault toilet is needed to meet demand

13. Lyon's Ferry Marina (Columbia County)

Lyon's Ferry Marina is located on the Snake River on the northern border of Columbia County and owned by USACE and operated by the Port of Columbia. The marina is a total of 17 acres and provides access to 23 miles of river within the county. The site offers camping, RV spaces, day use, a small dog park, an ADA-accessible fishing dock, fish cleaning, restrooms, a boat launch, moorages, supply store, and restaurant. Additional improvements have been identified by the Port of Columbia (Columbia County 2014). The following is a list of potential opportunities and improvements:

- Install new facilities to keep up with the demands of the modern recreational public, including laundry facilities and rental cabins
- Replace upland restroom
- Replace boot moorage
- Replace breakwater
- Install swimming pool

Table 17
Public Access Improvement Opportunities – Snake River

No.	Site Name/Location	Owner	Opportunity	Identified Project?
Asotin County				
1	Heller Bar	WDFW	<ul style="list-style-type: none"> Formalize parking Add boat ramps Increase recreational amenities (e.g., restrooms and picnic tables) Provide public education and enforcement signs 	<i>Blue Mountains Wildlife Area Complex 2012 Management Plan Update</i>
2a	New Boat Ramp Near Snake River Rendezvous (between Heller Bar and Clarkston)	Asotin County or WDFW	<ul style="list-style-type: none"> Create new public access site with new boat ramp Provide parking Provide recreational amenities (e.g., restrooms and picnic tables) 	Identified in past grant request
2b	Miscellaneous Beaches along River	Asotin County	<ul style="list-style-type: none"> Confirm publically available areas and legal access Explore feasibility of providing seasonal restroom facilities 	New
3	Pedestrian/Bicycle Improvements			
3a	Critchfield Culvert Crossing of Highway 129	Asotin County	<ul style="list-style-type: none"> Widen shoulders Enhance visibility Improve striping Provide safe crossings/intersections/access 	<i>Asotin County Regional Bicycle/Pedestrian Plan</i>
3b	Swallows Park	USACE		
3c	Fleshman Way/Southway Bridge	WSDOT		
3d	Highway 12/ Bridge Street	WSDOT/City of Clarkston		

Table 17
Public Access Improvement Opportunities – Snake River

No.	Site Name/Location	Owner	Opportunity	Identified Project?
3e	New Chief Timothy State Park Trail Connection	Asotin County, Port of Clarkston	<ul style="list-style-type: none"> Provide trail connectivity from Clarkston to Chief Timothy State Park (approximately 7 miles) 	<i>Asotin County Regional Bicycle/Pedestrian Plan and Port of Clarkston Comprehensive Scheme of Harbor Improvement: 2015 – 2020</i>
3f	Asotin Creek destinations	County, WDFW	<ul style="list-style-type: none"> Improved bicycle shoulder/pathways 	New
4	Swallow Park	USACE	<ul style="list-style-type: none"> Redesign/improve boat launches 	New
5	Chestnut Beach	City of Clarkston	<ul style="list-style-type: none"> Increase parking 	New
6	Greenbelt Ramp	USACE	<ul style="list-style-type: none"> Dredging 	New
7	Red Wolf Marina	USACE/Port of Clarkston	<ul style="list-style-type: none"> Dredging Breakwater repair Milfoil management 	New
8	Chief Timothy State Park	USACE	<ul style="list-style-type: none"> Expansion/improvement of trail on north part of island 	New
Garfield County				
9	Offield Landing	USACE	<ul style="list-style-type: none"> Improve boat launch 	New
10	Illia Landing	USACE	<ul style="list-style-type: none"> Add boat ramps Create parking Provide toilets Provide public education and enforcement signs 	New
11	Willow Landing	USACE	<ul style="list-style-type: none"> Improve boat launch 	New
12	Central Ferry Boat Launch	Port of Garfield	<ul style="list-style-type: none"> Add boat launch/dock Formalize parking Add toilets Improve truck access 	New

Table 17
Public Access Improvement Opportunities – Snake River

No.	Site Name/Location	Owner	Opportunity	Identified Project?
Columbia County				
13	Lyon's Ferry Marina	Port of Columbia	<ul style="list-style-type: none"> • Expand facilities (e.g., cabins, laundry, and swimming pool) • Replace restroom • Replace boat moorage and breakwater 	Port of Columbia Capital Improvement Project

Notes:

USACE = U.S. Army Corps of Engineers

WDFW = Washington Department of Fish and Wildlife

WSDOT = Washington State Department of Transportation

4.2.2 Grande Ronde River and Asotin Creek

14. Ebson #1 and other Ebson Sites (Asotin County) – Grande Ronde River

Ebson #1 is a primitive campground located on the Grande Ronde River in Asotin County. The campground is one of several Grande Ronde River sites owned and managed by WDFW. Ebson #1 is mostly used by hunters on adjacent public lands and by anglers taking advantage of the multiple sport fish species in the river. Because the site is owned and managed by WDFW, a Discovery Pass is required, although there is no additional fee for camping. The site includes primitive camping, vault toilets, and ample parking. When visitors come to Ebson #1 they can expect to enjoy swimming, wildlife viewing, floating the river, bird watching, photography, and much more. The area is extremely rural and provides a peaceful, quiet place to relax and enjoy nature.

Although the remote nature of Ebson #1 provides a peaceful setting, it sometimes also encourages people to think they are far removed from law enforcement and that the rules do not apply. Parties can result in large amounts of garbage being left behind, habitat destruction, damage to the vault toilets, and illegal and sometimes destructive fires. The following is a list of potential opportunities and improvements:

- Creating designated trails, with pathways to the shoreline, would reduce impacted riparian areas.

- Campsites and parking could be formalized to discourage large groups in small areas.
- Areas should be identified to restore native vegetation and encourage wildlife habitat enhancement, using designated pathways.
- Emphasizing roadway and riverboat patrols during peak uses would be beneficial.
- A collaborative effort to increase law enforcement among the various agencies, such as the County Sheriff, BLM, WDFW, WDNR, and USFWS, would be beneficial.

Additionally, explore the feasibility of additional restroom facilities at other Ebson sites.



Figure 22
Ebson #1 (Grande Ronde River), Asotin County

15. *New Campground on Rogersburg Road (Asotin County) – Grande Ronde River*

Rogersburg Road runs along the south side of Grande Ronde River. The *Blue Mountain Wildlife Area Complex 2012 Management Plan Update* (WDFW 2012b) identified a proposal for a new camping area along Rogersburg Road within the Chief Joseph Wildlife Area to provide an alternative to primitive existing camping sites in the riparian area of the

Grande Ronde River. The funding request for the alternative camping area is \$150,000, and a grant request has been made to the RCO.

16. *Non-native Blackberry Removal (Asotin County) – Asotin Creek*

There is opportunity to remove non-native and invasive huckleberries along the Asotin Creek shoreline to enhance public access to the water. WDFW is developing a wildlife management plan for the Asotin Creek Wildlife Area, which may identify additional shoreline public access opportunities within the Asotin Creek area.

Table 18

Public Access Improvement Opportunities – Grande Ronde River and Asotin Creek

No.	Site Name/Location	Owner	Opportunity	Identified Project?
14	Ebson #1 (Grande Ronde River)	WDFW	<ul style="list-style-type: none"> • Create trails • Formalize parking and camp sites • Provide public education and enforcement signs • Provide additional restroom facilities at this and other Ebson sites, as feasible 	New
15	Rogersburg Road (Grande Ronde River) - New	WDFW	<ul style="list-style-type: none"> • Create new campsite 	<i>Blue Mountains Wildlife Area Complex 2012 Management Plan Update</i>
16	Non-native Blackberry Removal (Asotin Creek)	WDFW/ Private	<ul style="list-style-type: none"> • Maintenance (blackberry removal) 	New

Note:

WDFW = Washington Department of Fish and Wildlife

4.2.3 *Tucannon River*

17. *Camp Wooten - W.T. Wooten Wildlife Area (Columbia County)*

Some portions of the current location of Camp Wooten are within the Tucannon River floodplain. This impacts floodplain function and also leaves structures vulnerable to flood damage. The *W.T. Wooten Floodplain Management Plan* (WDFW 2014b) identifies reconfiguration of Camp Wooten to be considered during the feasibility portion of the

floodplain management. Reconfiguration of Camp Wooten will not include relocation of the camp. Any reconfiguration will be done with the camp at its present, historical location.

Reconfiguration of Camp Wooten could involve the following improvements:

- Removing and replacing the current bridge and road to a new location
- Moving some infrastructure, such as cabins, away from the river
- Removing portions of current levees that constrict the river and constructing setback levees to allow the river some access to the floodplain
- Reestablishing a pre-existing side channel for off-channel rearing

18. Tucannon Campgrounds – W.T. Wooten Wildlife Area (Columbia County)

The *W. T. Wooten Floodplain Management Plan* (WDFW 2012a) proposes to relocate two campgrounds (Campground 6 and 9) out of the floodplain to suitable areas on higher ground, closing the campgrounds in the floodplain, and restoring these disturbed areas to natural conditions (e.g., removing outhouses and replanting). The 2014 update to the Management Plan indicates the campgrounds were scheduled for relocation in fall 2014. The new campground locations preserve shoreline public access and also provide ecological restoration.

19. Tucannon Lakes – W.T. Wooten Wildlife Area (Columbia County)

The *W. T. Wooten Floodplain Management Plan* (WDFW 2012a) identifies enhancement opportunities at the Tucannon Lakes to create more fishing opportunity, reduce adverse impact of the lakes to the Tucannon River and its floodplain, and reduce ongoing maintenance issues. The current condition and configuration of most of the lakes is an ecological detriment to the Tucannon River floodplain function and causes the need for nearly constant maintenance (WDFW 2012a). The reconfiguration of dams, levee setbacks, and riparian habitat, as well as floodplain restoration and angler recreational improvements (e.g., new docks on lakes) will provide overall enhanced recreational accommodations on the lakes along with the habitat and floodplain benefits. Specific improvements may include the following items:

- Additional docks on Rainbow Lake and Deer Lake

- Potential combination of Beaver and Watson lakes
- Footbridge replacement with a suspension bridge over the Tucannon River at Beaver-Watson Lake
- Big 4 Lake and dike removal
- Spring Lake dredging and excavation
- New parking lots
- Reconfigured access roads
- Associated campground improvements discussed in #18 for the Tucannon Campgrounds

20. Old Union Pacific Right-of-Way (Columbia County) – Private (New)

There is an old Union Pacific Railroad right-of-way that was reverted back to the adjacent private land owners sometime after the rail was abandoned and removed in the 1988. The rail ran from Starbuck to Pomeroy along the north side of the Tucannon River from 1886 to 1981. In 1961, the railroad station in Starbuck closed, and the railroad was abandoned and torn out in 1988 (HistoryLink 2015). The ownership of the right-of-way, which was located between Highway 261 and the Tucannon River, was reverted to the adjacent private land owners. Local governments should evaluate private land owner willingness and feasibility of providing some enhanced public access, such as walking trails with shoreline access along some portions of the old rail alignment.

Feasibility evaluation should also consider the old rail grade east of Smith Hollow Road (between Highway 261 and the Tucannon River), which could provide a walking trail adjacent to the river. This segment could connect through the Tucannon River RV Park (see #21 below), and continue to the confluence with Panjab Creek, where the rail grade branches off towards Pomeroy. RCO grant funding and rails-to-trails partnerships could support this opportunity.

21. Tucannon River RV Park (Columbia County) - Private Campground



Figure 23
Tucannon River RV Park, Columbia County

Much of the Tucannon River is privately owned, which reduces where the river can be accessed by the public, without private landowner permission. The Tucannon RV Park is a privately owned campground and RV park that is open to the public and located 3 miles southeast of the Town of Starbuck. People can use the park to enjoy all the beautiful qualities of the Tucannon River. The campground and RV park has formal camping, electricity for RVs, and dump stations. There are toilets and showers. Each camping site has a picnic table and fire pit.

There is a fee for tent camping and RV camping. People who use the Tucannon RV Park often fish, hike, view wildlife, hunt, swim/wade, canoe, and float the river.

Because there are camp hosts at the RV Park at all times, conflict is kept to a minimum. The fact that people have to pay to use the campground also reduces the amount of vandalism and littering that can occur. There is additional land available for addition of hiking trails, formal access to the river, and camping sites, if the current owners choose to expand. The following is a potential opportunity for improvement:

- Work with the private owners to expand the hiking trails (potentially using the old Union Pacific rail grade discussed in #20)

22. Tucannon River Roads (Columbia County)

There are more than 20 bridge crossings along the lower reaches of the Tucannon River where formal public access is otherwise limited. The following is a list of bridge crossings with visual access and possible physical access on public right-of-way (see Figure 27 for locations):

- a. Tucannon Road Bridge Crossing 1 – Riparian vegetation is more open at this crossing, providing visual access to the Tucannon River and an opportunity for river access on public right-of-way. There may also be opportunity to coordinate with private landowners to provide walking trails and fishing access just north of this bridge crossing, where grade and vegetation may provide ideal shoreline access conditions.
- b. Turner Road Bridge Crossing – This bridge crossing could be enhanced to provide formalized water access in a stretch where private ownership otherwise limits access to the shoreline.
- c. Enrich Road Bridge Crossing – This crossing intersects with Highway 126 on the north side of the Tucannon River, providing public access through the additional public right-of-way available at this crossing.
- d. Highway 12 Bridge Crossing – It appears there is an old bridge crossing east of the newer Highway 12 crossing, with gravel road access and informal parking.
- e. Kellogg Hollow Road Bridge – This bridge is located at the south end of Starbuck. The bridge is a single-lane crossing, and access down to the river adjacent to the bridge is steep. There may be opportunity in the future to expand the bridge to two lanes. Pedestrian access across the bridge could be considered to provide additional public access to the river for visual access and connection to Starbuck Park on the Tucannon River (#23).

23. *Starbuck Park (Town of Starbuck)*

Starbuck Park is located on the Tucannon River in the southwest corner of Starbuck. The park is small, but includes a swing set and about half an acre of open space, located just north of the Kellogg Hollow Road Bridge, on the east side of the Tucannon River. If the Kellogg Hollow Road Bridge were expanded to two lanes as discussed above, pedestrian connectivity to Starbuck Park, improved shoreline access, and amenities such as picnic tables and an updated playground area could be considered at this park.

24. *Starbuck Swimming Hole (Town of Starbuck)*

The Town of Starbuck owns property on the Tucannon River on the north end of town at the Baxter Street road end, which is locally known as the Starbuck Swimming Hole. The river is shallow in this area and people visit the area to swim, fish, and picnic, although there

are no formal recreational facilities at the site. The following is a list of potential opportunities and improvements:

- Provide picnic tables, barbeque grills, and garbage receptacles
- Formalize parking
- Provide a vault toilet
- Work with private landowners to consider trail connection with fishing access south to Starbuck Park

Table 19
Public Access Improvement Opportunities – Tucannon River

No.	Site Name/ Location	Owner	Opportunity	Identified Project?
17	Camp Wooten	WDFW	<ul style="list-style-type: none"> • Reconfiguration of camp location 	<i>W.T. Wooten Floodplain Management Plan</i>
18	Tucannon Campgrounds	WDFW	<ul style="list-style-type: none"> • Relocation of two campgrounds to three new sites • Gravel driveways and parking pads • Relocated and new outhouses, picnic tables, and fire rings 	
19	Tucannon Lakes	WDFW	<ul style="list-style-type: none"> • Lake reconfigurations • Access improvements (parking and docks) • Replace one footbridge 	
20	Old Union Pacific Railroad Right-of-way (New)	Private	<ul style="list-style-type: none"> • Explore walking trail opportunities in coordination with private land owners 	New
21	Tucannon River RV Park	Private	<ul style="list-style-type: none"> • Potential expansion and hiking trail opportunities 	New
22	Tucannon River Bridge Crossings	Right-of-way	<ul style="list-style-type: none"> • Explore opportunities to educate public on rights-of-way that provide shoreline public access 	New
23	Starbuck Park	Town of Starbuck	<ul style="list-style-type: none"> • Provide recreational amenities (picnic tables) • Provide shoreline access 	New

No.	Site Name/ Location	Owner	Opportunity	Identified Project?
24	Starbuck Swimming Hole	Town of Starbuck	<ul style="list-style-type: none"> • Provide recreational amenities (picnic tables and garbage receptacles) • Formalize parking • Consider trail connection south to Starbuck Park 	New

Note:

WDFW = Washington Department of Fish and Wildlife

4.2.4 Touchet River

25. Bike Path – Dayton to Waitsburg (Columbia County)

Port of Columbia owns the railroad track along the Touchet River. The railroad runs along the south side of the Touchet River adjacent to Highway 12, from the City of Dayton to Lewis and Clark Trail State Park, where it crosses the Touchet River and runs along the north side of the Touchet River to the Garfield/Walla Walla county boundary. The railway has not been active for the past year; however the Port of Columbia is hoping to reinstate service, once the railway is brought up to current standards.

Columbia County's Cooperative Park Master Plan (Columbia County 2014) identifies the opportunity to connect a bike and pedestrian trail from Dayton to Waitsburg (west in Walla Walla County) along the Port of Columbia railway grade. If the railway becomes active, the bike and pedestrian trail would be co-located with the active railway (with safety considerations such as fencing), providing connectivity to the Dike Path in the Dayton, Lewis and Clark Trail, and the Lewis and Clark Trail State Park. Alternately, the trail connection could also occur in the event the active rail is not re-instated. A paved trail would be more widely used.

26. Lewis and Clark Trail State Park (Columbia County)

Lewis and Clark Trail State Park is a 37-acre camping park located near Dayton in Columbia County. Trekking the Lewis and Clark Trail is a recreational/tourist activity in the Pacific Northwest. Lewis and Clark Trail State Park is located on the trail and provides interpretation on the Lewis and Clark expedition. The park is located on more than

1,300 feet of Touchet River shoreline. The area has mature riparian forest land that creates an oasis in the surrounding arid grasslands. The campground and park is owned and managed by Washington State Parks and Recreation Commission and is a fee-area. The park has 24 camping sites that can accommodate tents and RVs. There are also two teepees that can be reserved. There are two group camps that can accommodate around 100 people or 10 RVs.

The park also has day-use facilities such as picnic tables and restrooms. Recreation specific to the park includes a baseball field, volleyball nets, and a badminton area, as well as 2 miles of hiking trails. People come to the area to enjoy bird watching, fishing, wildlife viewing, hiking, hunting, swimming, wildlife photography, picnicking, and learning about the Lewis and Clark Expedition.

The Touchet River, much like the Tucannon River, is mostly privately owned. The Lewis and Clark Trail Park is an important public access point for the Tucannon River.



**Figure 24 Lewis and Clark Trail State Park
(Left – view of picnic area and trail access; Right – view of Touchet River from the park)⁶**

The following is a list of potential opportunities and improvements:

- Advertising the Park in brochures and regional directories may help it sustain itself and keep this important access to the Tucannon available to the public

⁶ Photographs of the Lewis and Clark Trail State Park from www.stateparks.com.

- There is also local interest in creating a pedestrian/bike trail connection from the Park to Dayton (see #25).

27. *Washington State Department of Natural Resources Trust Lands (Columbia County) – South, Wolf, and North Forks of the Touchet River*

As discussed in Section 3.3, WDNR owns trust lands on the South, Wolf, and North forks of the Touchet River, which is open to the public, including hunting and fishing, provided there is legal access to the WDNR land (WDNR 2014). Roads provide access directly to the WDNR properties on all three forks of the Touchet River. Public information materials and signs could help notify the public of these access opportunities. On the South Fork Touchet River, formalized parking could be provided off South Touchet Road, where the river bends towards the road within the WDNR Trust lands.

28. *Rainwater Wildlife Area (Columbia County) – South Fork Touchet River*

The South Fork Touchet Road runs adjacent to the river and turns into a dirt road in its upper reaches, deeper into the Rainwater Wildlife Area. There are opportunities to educate the public about wildlife and habitat in this public access area. The *South Fork Touchet River/Rainwater Wildlife Management Unit Fish Habitat and Floodplain Restoration Project Implementation Plan* (Devries 2013) identifies a bridge replacement project on the South Fork Touchet River within the wildlife area. Additional public access opportunities and public information plans could be considered with this project. Some work elements identified in the *Rainwater Wildlife Area Sponsor Report Narrative* (Childs 2010), prepared for the CTUIR, included posting property information on kiosks with maps of the property, a nature center, or other facility to educate users of the wildlife area and its restrictions, and providing for a caretaker.

29. *Touchet River Road Crossings*

There are approximately 16 bridge crossings along the Touchet River forks where formal public access is otherwise limited due to private land ownership. The following is a list of bridge crossings with visual access and possible physical access on public right-of-way (see Figure 27 for locations):

- a. Pettyjohn Grade Road Bridge Crossing – This crossing of the South Fork Touchet River is in an area where the riparian vegetation is more open and has a gentle grade that allows for visual and possible physical access to the river. There may also be opportunity to coordinate with private landowners to provide public access adjacent to the crossing, where grade and vegetation may provide ideal shoreline access conditions.
- b. South Touchet Road Bridge Crossing 1 – This crossing of the South Fork Touchet River is within the WDNR trust lands where access is open to the public for hunting and fishing (see #27).
- c. South Touchet Road Bridge Crossing 2 – This crossing of the South Fork Touchet River is within the Rainwater Wildlife Area. Public education information, could be provided at this location in coordination with the CTUIR (see #28).
- d. Wolf Touchet Road Bridge Crossing 1 – This crossing of the Wolf Fork Touchet River is upstream of the intersection with Robinson Fork Road. Informal parking and shoreline access may occur on the downstream side of this bridge, which could be formalized.
- e. Wolf Touchet Road Bridge Crossing 2 – This crossing of the Wolf Fork Touchet River is within the WDNR Trust Lands where access is open to the public for hunting and fishing (see #27). There appears to be an informal widened road area on the north side of the crossing that possibly provides informal parking and shoreline access. Access in this area could be formalized.
- f. Wolf Touchet Road Bridge Crossing 3 – This crossing of the Wolf Fork Touchet River is next to the Millers Gulch Road end, providing a wider right-of-way area for potential formalized public access.
- g. Wolf Touchet Road Bridge Crossing 4 – This crossing is on the North Fork Touchet River, providing views and possible physical access to the water.
- h. North Touchet Road Bridge Crossing 1 – This crossing of the North Fork Touchet River is south of Abel Lane. There appears to be an informal widened road area on the west side of the crossing that possibly provides informal parking and shoreline access. Access in this area could be formalized.
- i. North Touchet Road Bridge Crossing 2 – This crossing of the North Fork Touchet River is south of Barclay Lane. There appears to be an informal widened road area on

the south side of the crossing that possibly provides informal parking and shoreline access. Access in this area could be formalized.

Table 20
Public Access Improvement Opportunities – Touchet River

No.	Site Name/Location	Owner	Opportunity	Identified Project?
25	New Bike Path – Dayton to Waitsburg	Port of Columbia	<ul style="list-style-type: none"> • New trail for regional connection alongside railroad to Lewis and Clark Trail 	<i>Columbia County's Cooperative Park Master Plan</i>
26	Lewis and Clark Trail State Park	Washington State Parks	<ul style="list-style-type: none"> • Explore educational outreach opportunities 	New
27	WDNR Trust Lands	WDNR	<ul style="list-style-type: none"> • Explore educational outreach opportunities • Provide formalized parking 	New
28	Rainwater Wildlife Area	CTUIR	<ul style="list-style-type: none"> • Explore educational outreach opportunities • Explore public access opportunities with the bridge replacement project • Provide public information kiosks • Provide nature center 	<i>Rainwater Wildlife Management Unit Fish Habitat and Floodplain Restoration Project Implementation Plan</i>
29	Touchet River Road Crossings	Right-of-way	<ul style="list-style-type: none"> • Explore opportunities to educate public on rights-of-way that provide shoreline public access 	New

Notes:

CTUIR = Confederated Tribes of the Umatilla Indian Reservation

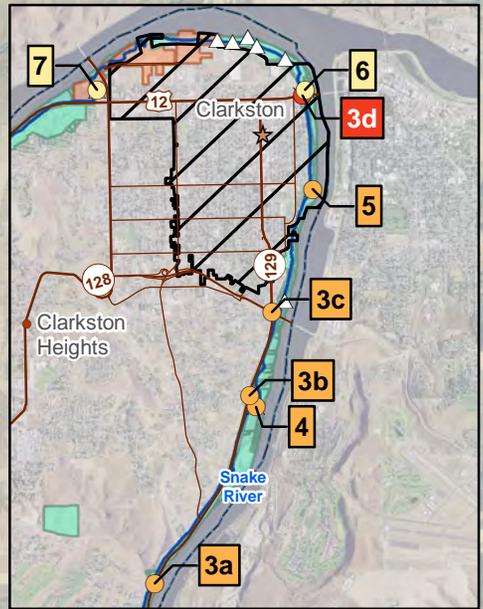
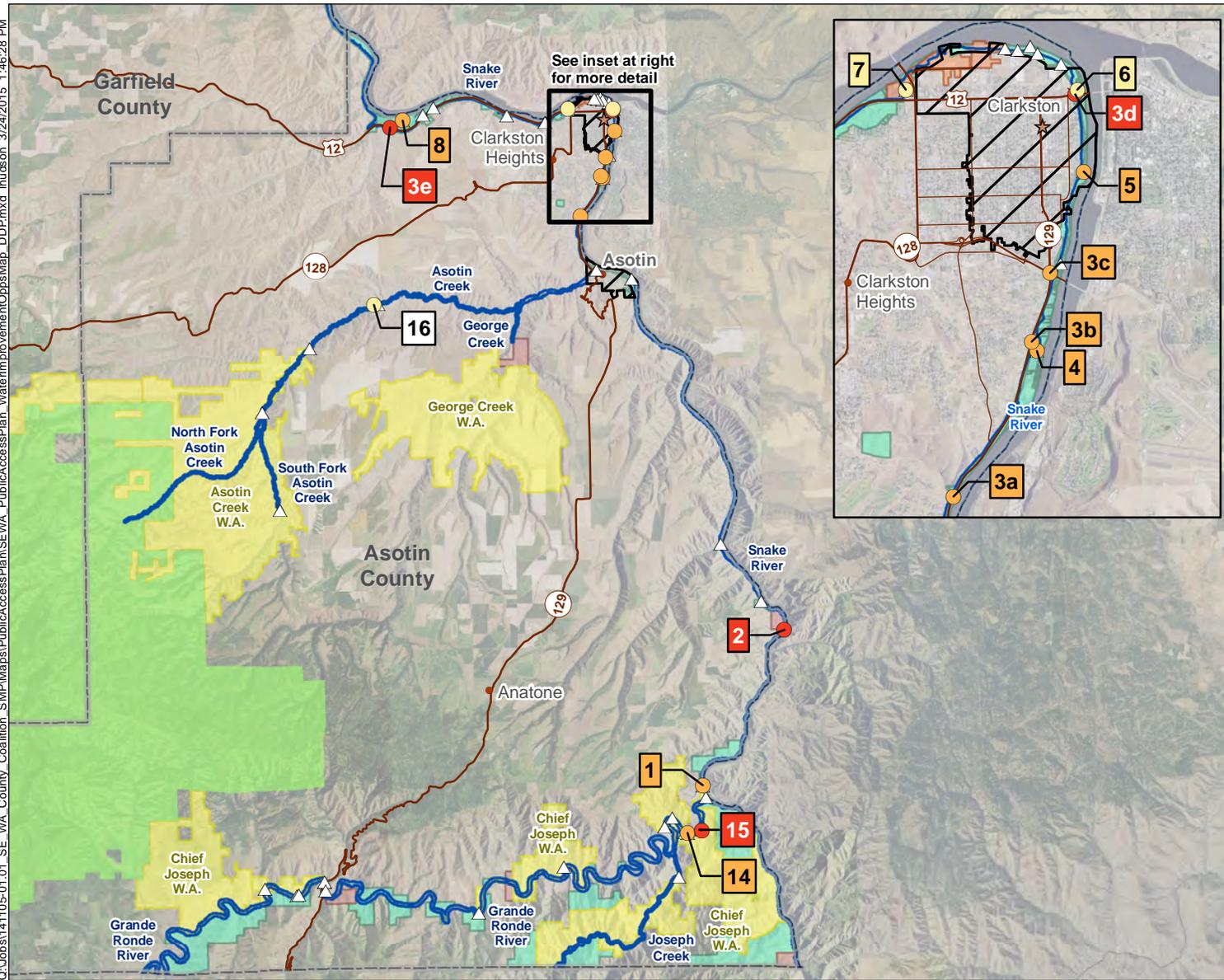
WDNR = Washington State Department of Natural Resources

4.2.5 Forest Service Creeks

There are currently no identified plans for improvements along the Forest Service Creeks in the Umatilla National Forest. According to the *Umatilla National Forest Land and Resource Management Plan* (USFS 1990), the USFS will consider expansion of its existing high-use sites before considering the development of any new sites. There could be opportunity for improved public education on existing trail access to the Forest Service Creeks waterbodies. The North Fork Wenaha River and Butte Creek are identified as eligible wild and scenic

rivers (USFS 2015b). Wild river segments are generally inaccessible except by trail and/or water; the shorelines are essentially natural appearing. Signs of human activity, including structures or evidence of resource use, are minimal.

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LEGEND

- ★ Coalition City/Town
- Populated Place
- Major Road
- ▭ Incorporated City
- ▭ SE WA County Coalition County Boundary
- ▭ SMA Jurisdiction
- △ Existing Shoreline Public Access Site

Public Access Improvement Opportunity

- Group 1
- Group 2
- Group 3

Shoreline Land Ownership

- ▭ Federal
- ▭ State (not Wildlife Area)
- ▭ Local Government
- ▭ National Forest (N.F.)
- ▭ State Wildlife Area (W.A.)

NOTES:

1. This information is to be used for planning purposes only. Data are displayed as is and without any guarantee of accuracy or completeness.
2. Aerial image courtesy of USDA NAIP (2013).
3. Wildlife areas and national forest boundary data acquired from U.S. Forest Service. Ownership data acquired from USDA and USACE.
4. Water access opportunity and existing shoreline public access data digitized from multiple text sources.
5. Only land ownership along shorelines is shown.

Washington

Idaho

Garfield

Columbia

Asotin

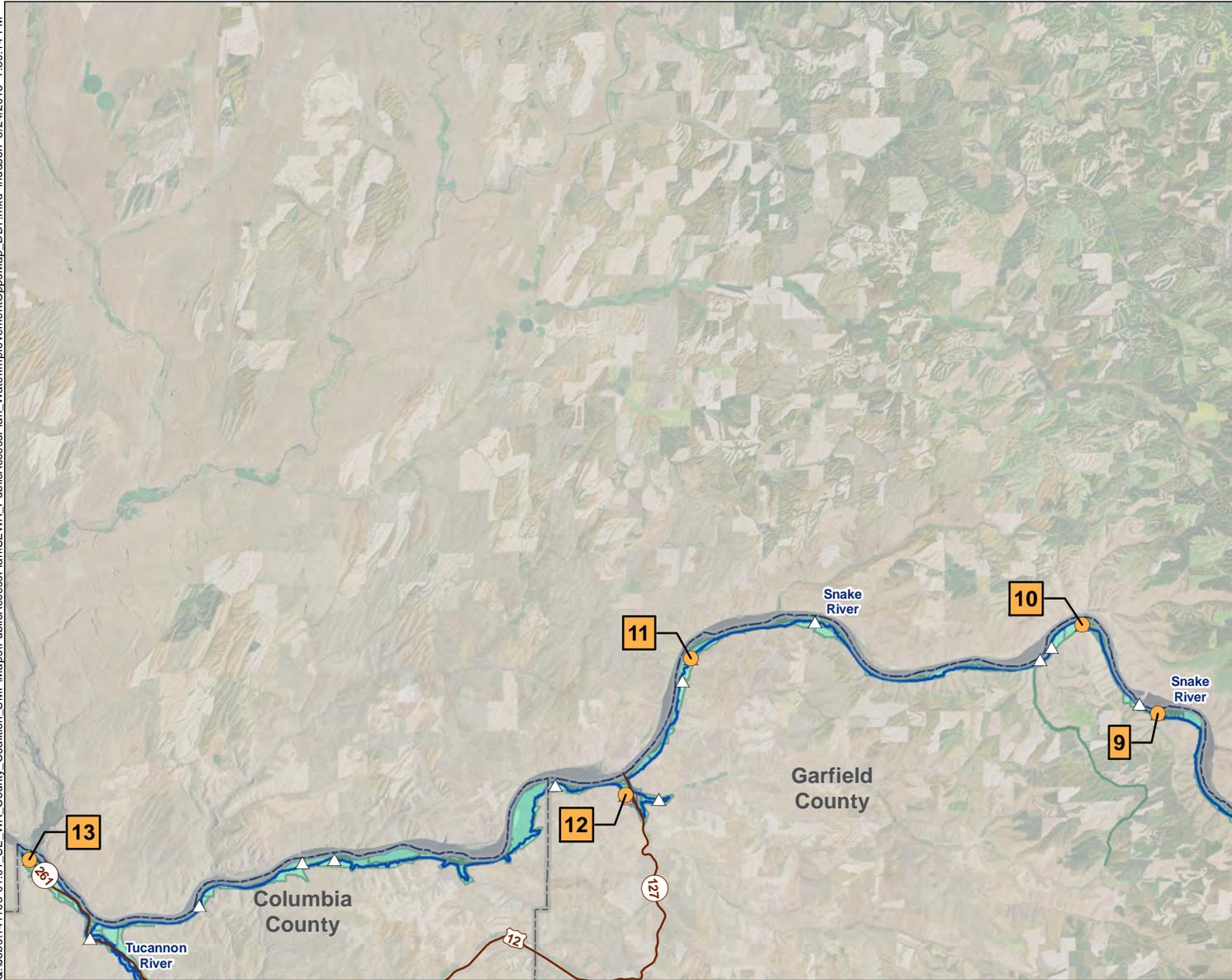
Oregon

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Figure 25
Shoreline Public Access Improvement Opportunities
Snake River, Grande Ronde River, and Asotin Creek (Asotin County)
Southeast Washington Coalition Public Access Plan

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LEGEND

- Major Road
- ▭ SE WA County Coalition County Boundary
- ▭ SMA Jurisdiction
- △ Existing Shoreline Public Access Site

Public Access Improvement Opportunity

- Group 2

Shoreline Land Ownership

- Federal
- State (not Wildlife Area)

NOTES:

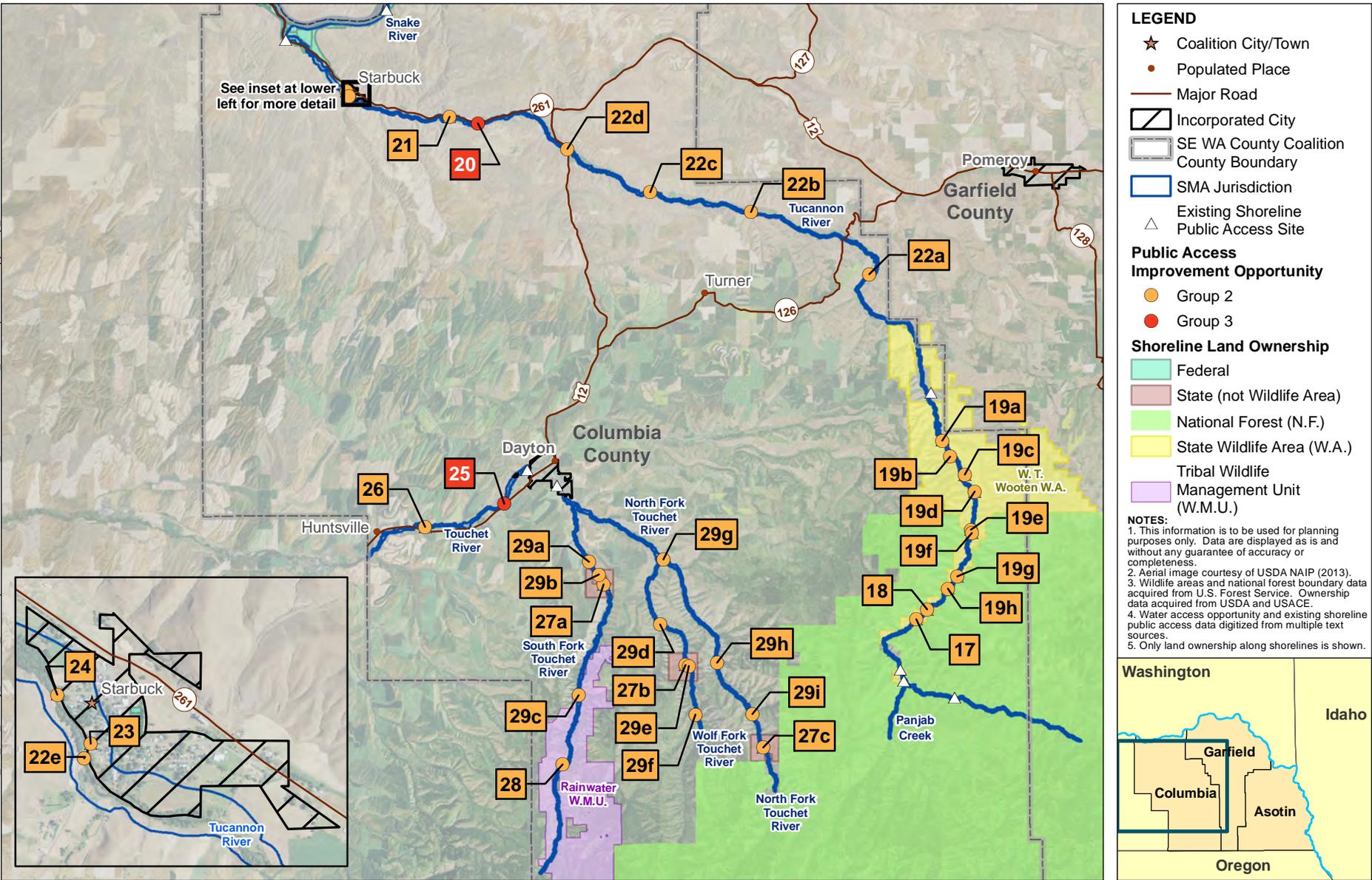
1. This information is to be used for planning purposes only. Data are displayed as is and without any guarantee of accuracy or completeness.
2. Aerial image courtesy of USDA NAIP (2013).
3. Wildlife areas and national forest boundary data acquired from U.S. Forest Service. Ownership data acquired from USDA and USACE.
4. Water access opportunity and existing shoreline public access data digitized from multiple text sources.
5. Only land ownership along shorelines is shown.

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Figure 26
 Shoreline Public Access Improvement Opportunities
 Snake River (Garfield and Columbia Counties)
 Southeast Washington Coalition Public Access Plan

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Figure 27
 Shoreline Public Access Improvement Opportunities
 Tucannon and Touchet Rivers (Columbia County)
 Southeast Washington Coalition Public Access Plan

5 IMPLEMENTATION

Under this plan, new shoreline public access can be integrated into the platting and site development planning process as an alternative to a site-by-site approach, consistent with WAC 173-26-221 (4)(c). The plan helps to focus improvements on identified existing or planned locations and maintains the integrity of the natural environment.

Consistent with the comprehensive public access planning approach (WAC 173-26-221 (4)(c)), the Coalition has planned for an integrated shoreline area public access system that includes specific public needs and opportunities to maintain and provide improved public access, and helps residents and visitors connect with local public access sites (Ecology 2011). Section 5.5 discusses potential funding opportunities to support this plan, in addition to improvements that may result from substantial development permits granted under the regional SMP.

5.1 Public Access Prioritization Framework

Public access opportunities are plentiful in the SE WA Region, as characterized in Section 3. Some of these existing access opportunities are degrading due to lack of maintenance and funding. Other areas experience higher demands than existing capacity can meet. Expanded or new public access opportunities have also been identified, as provided Section 4. The different opportunities to improve public access have been organized into the following groups:

- Group 1 – Maintain existing sites. Group 1 actions include activities that can help maintain existing sites, preserving access and operational integrity of these sites.
- Group 2 – Improve existing sites. Group 2 actions include activities that improve existing sites by providing more amenities or increased capacity.
- Group 3 – Develop new sites or facilities. Group 3 actions include activities that develop new sites or facilities.

The individual Coalition members can consult the actions identified in one or more these different groups when public access is required for a proposed shoreline development, and condition the proposed development with provisions that contribute to maintaining, improving, or developing new access consistent with the local priorities at the time of application. Table 21 summarizes the actions, which have been categorized by Group 1, 2, or 3.

Table 21
Public Access Improvement Opportunities – Grouped Rating

No.	Site Name/Location	Owner	Group
Snake River – Asotin County			
1	Heller Bar	WDFW	2
2	New Boat Ramp Near Fisher Gulch (between Heller Bar and Clarkston)	Asotin County	3
3a	Critchfield Culvert Crossing of Highway 129	Asotin County	2
3b	Swallows Park	USACE	2
3c	Fleshman Way/Southway Bridge	WSDOT	2
3d	Highway 12/Bridge Street	WSDOT	2 3
3e	New Chief Timothy State Park Trail Connection	Asotin County, Port of Clarkston	3
4	Swallows Park	USACE	2
5	Chestnut Beach	City of Clarkston	2
6	Greenbelt Ramp	USACE	1
7	Red Wolf Marina	USACE/Port of Clarkston	1
8	Chief Timothy State Park	USACE	2
Snake River – Garfield County			
9	Offield Landing	USACE	2
10	Illia Landing	USACE	2
11	Willow Landing	USACE	2
12	Central Ferry Boat Launch	Port of Garfield	2
Snake River – Columbia County			
13	Lyon's Ferry Marina	Port of Columbia	2
Grande Ronde River – Asotin County			
14	Ebson #1 (Grande Ronde River)	WDFW	2
15	Rogersburg Road (Grande Ronde River) - New	WDFW	3
Asotin Creek – Asotin County			
16	Non-native Blackberry and other invasive species removal (Asotin Creek)	WDFW/ Private	1
Tucannon River – Columbia County			
17	Camp Wooten	WDFW	2
18	Tucannon Campgrounds	WDFW	2
19	Tucannon Lakes	WDFW	2
20	Old Union Pacific Railroad Right-of-Way – New	Private	3

Table 21
Public Access Improvement Opportunities – Grouped Rating

No.	Site Name/Location	Owner	Group
21	Tucannon River RV Park	Private	2
22	Tucannon River Bridge Crossings	Columbia County/WSDOT	2
23	Starbuck Park	Town of Starbuck	2
24	Starbuck Swimming Hole	Town of Starbuck	2
Touchet River – Columbia County			
25	New Bike Path – Dayton to Waitsburg	Port of Columbia	3
26	Lewis and Clark Trail State Park	Washington State Parks	2
27	WDNR Trust Lands	WDNR	2
28	Rainwater Wildlife Area	CTUIR	2

Notes:

CTUIR = Confederated Tribes of the Umatilla Indian Reservation

USACE = U.S. Army Corps of Engineers

WDFW = Washington Department of Fish and Wildlife

WDNR = Washington State Department of Natural Resources

WSDOT = Washington State Department of Transportation

5.2 When Public Access is Required

Public access improvements within the shoreline may be required for public and private project applicants. This applies to shoreline development by public entities, including public access measures or projects implemented consistent with port master plans, unless incompatible due to safety, security, or environmental impact. Public access improvements, including voluntary improvements, should target those opportunities identified in this Public Access Plan.

Developments for water-enjoyment, water-related, and nonwater-dependent uses (and for the subdivision of land into more than four parcels) must also provide for the dedication and improvement of public access. Physical public access provisions are not required for individual, single-family residences that are not part of a development planned for more than four parcels, though they should be conditioned to maintain as much visual access to shorelines as possible.

Additionally, private projects are to provide public access when the proposal would increase demand on public access, mixed-used development proposals that are non-water oriented or a non-preferred use, or proposals that would reduce existing public access. As noted for public projects, public access requirements can also be limited by environmental constraints (such as safety due to steep slopes or impacts to shoreline natural character, resources and ecology, including riparian and upland plant communities and habitat connectivity), or for security, environmental impact, or other legal reasons.

5.3 Implementation Principles

The individual Coalition members should consult the actions identified in this plan, when public access is required for a proposed shoreline development, and condition the proposed development with the appropriate provisions. Although public access conditions may typically address the same waterbody and be in the same general area of the project, deviations from this approach can be made consistent with the actions identified in this plan and within the same jurisdiction.

In cases where existing public access would be lost, reduced, or otherwise impacted as a part a proposed development, emphasis should be placed on identifying and replacing the type of impacted public access consistent with the jurisdiction, location, service level of access, and the quality of the opportunity. Public access improvements to offset impacts must occur on the same impacted waterbody and general area as described in Table 22.

Table 22
Public Access Impacts and Improvement Reaches

Jurisdiction	Impacts/Improvements Reaches
Asotin County	<ul style="list-style-type: none"> • Snake River: <ul style="list-style-type: none"> – South of City of Asotin – Between cities of Clarkston and Asotin – West of Clarkston • Grande Ronde/Joseph Creek • Asotin Creek and tributaries upstream of City of Asotin
City of Clarkson	<ul style="list-style-type: none"> • Snake River within Clarkston and its UGA

Jurisdiction	Impacts/Improvements Reaches
Garfield County	<ul style="list-style-type: none"> Snake River within Garfield County
Columbia County	<ul style="list-style-type: none"> Snake River within Columbia County Tucannon River and tributaries Touchet River and tributaries
Town of Starbuck	<ul style="list-style-type: none"> Tucannon River within the Town of Starbuck is preferred, but could also occur on other Tucannon River locations, if suitable location in town not feasible

Note:

UGA = Urban Growth Area

Existing public access locations in the SE WA Coalition rivers and streams are often located due to proximity to specific recreational opportunities such as angling and hunting. These opportunities are typically dependent on specific channel characteristics where fish hold either as seasonal residents or during anadromous migration. These access locations should be preserved or relocated, only if no alternative is feasible, and only after communications with user groups.

Addressing potential public access impacts and related requirements is implemented through the regional SMP, where the applicable goals, policies, and regulations are applied in consideration of the proposed public access improvement opportunities identified in this plan.

For proposed shoreline development that has expected public access impacts or that is likely to result in increased public access demands by identifying appropriate actions to offset impacts, the following actions would be taken by the project applicant:

- Characterize existing public access opportunities, facilities, and usage.
- Characterize, and, if possible, quantify public access impacts or increased public access demands, including, but not necessarily limited to, level of service, physical access, and visual access.
- Identify at least two feasible options that adequately offset impacts utilizing the guidance and proposed improvements identified in the Public Access Plan.

The local government would then use this information to work with the project applicant to select the preferred action(s) to offset the impacts, and include in the permit conditions the requirements for making these improvements.

5.4 Agency and Tribal Coordination

Because many of the areas identified in this plan for access and use improvements are located on public lands, implementation of proposed access improvements will require the Coalition to coordinate with public agencies, including USACE, USFS, BLM, WDFW, State Parks, Port Districts, and tribes.

The following plans were reviewed to ensure the shoreline planning process is coordinated with existing public access and recreation plans:

- *Asotin County Regional Bicycle/Pedestrian Plan*
- *Blue Mountain Wildlife Area Management Plan*
- *Cooperative Park Master Plan – Draft: Columbia County, City of Dayton, and Port of Columbia*
- *Port of Clarkston Comprehensive Scheme of Harbor Improvement: 2015 – 2020*
- *Rainwater Wildlife Area Watershed Management Plan*
- *W.T. Wooten Floodplain Management Plan*
- USACE HMU and recreation area management plans

Additionally, input from these agencies and tribes was sought during the preparation of this plan, during plan development and plan review. The Coalition has strived to make this plan consistent with their goals and plans.

5.5 Incentives and Funding Opportunities

Beyond public access requirements that may accompany public and private projects, the access improvements identified in this plan can provide the basis for individual agencies or partnerships seeking or dedicating funding to implement improvements independently. The following sections briefly describe some potential funding sources and mechanisms that could be pursued to achieve the identified improvements.

5.5.1 Federal Funding

Federal funding through the USACE has been reduced in recent years. Funding for maintaining, much less enhancing public access sites, including parks and HMUs, has been reduced, resulting in some park closures, maintenance deferral, and reduced site management in the USACE Walla Walla District region. Still, some federal funding is dedicated each year to the SE WA Region for public access and recreation sites O&M activities. Federal agencies often see often seek local partners for project implementation. This funding could be leveraged with other funding sources, including state, tribal, or local funding sources. Opportunities for leveraging the existing federal funding spent annually in the SE WA Region with other funding sources should be explored.

The National Park Service (NPS) also provides support through the Rivers, Trails, and Conservation Assistance Program, which provides technical assistance to community groups and local, state, and federal government agencies working to protect natural areas and water resources and enhance close-to-home outdoor recreation opportunities. The NPS helps communities plan, organize partnerships, and achieve on-the-ground success on projects (NPS 2015).

5.5.2 State Funding and Grants

There are several funding opportunities for trails, shoreline, and recreation, development in Washington State. Sources of state funding include WDFW, Washington State Parks, and Conservation Commission funding for parks and land management. RCO has several different funding programs it administers. Most RCO grant programs require grant applicants to complete a systematic planning process, such as developing a comprehensive parks and recreation plan (or equivalent), before seeking funding. This plan is designed to supplement existing comprehensive plans as a part of the SMP update process. Supplemental information may be required to meet RCO grant eligibility. The following is a list of possible state RCO grant sources:

- Land and Water Conservation Fund – This is a federal grant program distributed through the NPS and administered locally by the RCO. The funds can be used for acquisition and development of outdoor facilities and require a 50% match.
- Boating Facilities Program – Projects eligible under this program include acquisition, development, planning, and renovation projects associated with launching ramps,

transient moorage, and upland support facilities. Grants are distributed on an annual basis and require a 25% match.

- Boating Infrastructure Grant Program – This program provides funding for development or renovation of boating facilities, and boater education.
- Firearms and Archery Range Recreation Program – This program provides funding for projects that acquire, develop, and renovate firearm range and archery training and practice facilities.
- Nonhighway and Off-Road Vehicle Activities Program – This program provides funding to renovate or maintain backcountry trails and facilities, used by motorized and nonmotorized users.
- Recreational Trails Program – This program provides funds to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience for motorized and non-motorized uses.
- Aquatic Land Enhancement Account – This program is intended to provide support for the purchase, improvement, or protection of aquatic lands for public purposes and access to these resources. Applicants must provide a minimum of a 50% match.
- Washington Wildlife and Recreation Program – There are two accounts under this program: 1) Habitat Conservation; and 2) Outdoor Recreation. Projects eligible under this program include acquisition and development of parks, water access sites, trails, critical wildlife habitat, natural areas, and urban wildlife habitat. Applicants must provide a minimum of a 50% match.

Projects successfully funded through the State RCO typically meet the following criteria:

- For most grants, local agencies must provide matching funds of between 20 – 50%. Matching is not required for the Nonhighway and Off-Road Vehicle Activities Program.
- Six elements are required in each application plan: 1) goals and objectives; 2) inventory; 3) public involvement; 4) demand and need analysis; 5) capital improvement program; and 6) plan adoption. The following is an overview of plan requirements:
 - The goals and objectives of the plan must support the applicant’s recreation mission and reflect the needs of the community.

-
- The inventory provides the context for the proposed new project; it should assess the conditions of the existing inventory and consider its capacity.
 - A description of how the public was involved in the planning process is required to show the project is supported by the community.
 - An analysis of demand and need takes the inventory and public input into account to balance the recreation demand with the local agency's capacity.
 - Capital improvement or capital facility programs of at least 6 years should be submitted with the application.
 - A resolution, ordinance, or other adoption method showing formal approval of the project is also required.

The following are examples of other state funding sources:

- WDFW funding request through the Washington State Legislature – WDFW has identified an improvement plan for the *W.T. Wooten Floodplain Management Plan*, and is seeking more than \$20 million in state funding to implement this plan throughout the next several years. There may be opportunity to leverage this funding with other funding sources to achieve additional public access improvements in the SE WA Region. Once this plan has been implemented, a next priority in the region might be to develop a similar type of plan for the Snake River and Grande Ronde River area in southeast Asotin County, in partnership with WDFW, and seek direct state appropriations for implementation to address the high-recreation demand that occurs in this area each year.
- Washington State Department of Transportation provides funding sources for trail development.
- Historic Preservation Fund – Many trail corridors contain historic structures, which are often of regional or national significance. Administered by the NPS, the Historic Preservation Fund awards matching grants to state and tribal historic preservation offices for the restoration of properties that are on the National Register of Historic Places.

Because the Snake River serves as the Idaho/Washington boundary in southeast Asotin County, potential exists for partnering with Idaho Department of Fish and Game (IDFG). IDFG has participated in funding projects along the Snake River in the past, and partnerships with Idaho to make improvements in this area should continue to be explored.

5.5.3 Local Funding Sources

Many potential local funding sources can be used as match for federal and state funding. This includes county, city, or town general funds, county road taxes, real estate excise tax, local bond measures through ballot initiatives, rural county economic development funding, park district, port district funding, or other local funding sources. Local jurisdictions can use portions of one or more of these funding sources for parks and recreation capital improvement projects, as appropriate and consistent with local priorities. Local agencies could explore the feasibility of dedicating portions of local funding sources as match for public access projects, as desired.

5.5.4 Other Funding Sources

Additional funding sources and support can be provided through private and non-profit organizations, such as:

- Rails-to-Trails – The Trails and Greenways Clearinghouse, jointly sponsored by the Rails-to-Trails Conservancy and The Conservation Fund, provides technical assistance and information about creating trails and greenways.
- National Recreation and Park Association – A non-profit organization dedicated to the advancement of public parks, recreation, and conservation that partners with like-minded organizations, including those in the federal government, non-profits, and commercial enterprises.
- American Hiking Society’s National Trails Fund – Provides grants (value between \$500 and \$5,000) to members in order to improve hiking access or hiker safety on a particular trail.
- People for Bikes Community Grant Program – Provides small grants to non-profits and local governments.
- Conservation Alliance (consortium of outdoor businesses) – Disburses grants for habitat conservation and recreation.
- Commercial grants – Seek grants through commercial businesses such as REI and Wal-Mart.

5.5.5 Public Benefit Rating System Incentive

The Public Benefit Open Space Rating System (PBRs) is part of the Open Space Taxation Act of 1970. Local agencies can offer PBRs programs as an incentive to property owners to preserve open-space resources on private property by providing a property tax reduction based on **current use** of the property rather than the **highest and best use** of the property. Direct property tax relief is used as an incentive for retaining natural features in their undeveloped condition, when the current open space amenities on these lands are deemed of community benefit and thus, are worth the tax incentive to retain them in their natural undeveloped state.

In the SE WA Region, this incentive would be particularly helpful in establishing trail connectivity, shoreline access, and shoreline view preservation in the lower Tucannon River and Touchet River reaches where private property limits public access. Property owners who allow access to their property should be afforded consideration in the level of tax reduction they receive, depending on the level of access allowed and the conditions under which access is permitted.

5.6 Operational Considerations

Several management and operational issues with the existing public access sites in the SE WA Region were raised during the SMP Visioning Process. This section provides ideas for addressing some of these issues in the design and operational phases. Additionally, other grant-related design requirements would need to be considered, such as ADA accessibility, which is requirement for public facilities improved or built with RCO funding.

5.6.1 Site Design and Maintenance

Site design is important, and there are design strategies that can be used to help direct shoreline users to appropriate areas to protect sensitive environments. These strategies include signage, specific access points, and providing amenities in areas away from the shorelines. An additional strategy is to use Crime Prevention Through Environmental Design (CPTED) principles for the shoreline areas.

5.6.2 Crime Prevention Through Environmental Design

CPTED has been evolving since the 1960s and consists of four basic principles:

- Natural surveillance
- Access control
- Target hardening/territorial reinforcement
- Maintenance

These principles can be integrated into landscape design and shoreline design to help minimize criminal activity. Some of the concepts will be more applicable to urban shorelines, especially natural surveillance.

5.6.2.1 Natural Surveillance

Natural Surveillance is based on designing physical features on the site in such a way that increases visibility. One of the main concepts is providing a visible site line is to provide visual security. This is often referred to as the three-seven rule. The concept is to ensure a clear line of site and provide a visual line of site, to deter unwanted activities. This concept is easier to apply in urban areas because there is usually more activity along the shoreline and the need for shoreline view corridors. There are many suitable plants that can be used as shoreline plantings that are 3 feet or less in height, and in many urban parks it is easy to prune existing trees so there are no limbs below the height of 7 feet. This is more difficult in areas where heavy riparian cover is important to protect habitat and species.

5.6.2.2 Access Control

This principal uses physical control to guide the user to a pre-determined use or limited access points. Access control is important in several of the region's shorelines to protect sensitive shoreline areas and guide users to appropriate areas. As stated above, providing fire pits in upland areas and making it convenient to use those areas for fires, should help to eliminate or at least reduce the number of unwanted beach fires occurring along the SE WA Region's shorelines.

5.6.2.3 Target Hardening/Territorial Reinforcement

There are landscape strategies to provide clear boundaries to help differentiate where people are welcome and where they are not. For example, using prickly native plants can deter users away from sensitive areas, and a nice smooth walking surface can guide users to using the appropriate space. Locked gates and fencing are often used for target hardening and territorial reinforcement. There are opportunities at several areas along the SE WA shorelines to provide the appropriate plantings, locking gates, and fencing.

5.6.2.4 Maintenance

Maintenance is very important. Lack of maintenance can give the impression that the area is not cared for and not well watched, leading to an impression that illicit activities will not be seen or stopped. One of the items from the visioning was the need to maintain existing shoreline sites. Maintenance is an important for the SE WA Region shoreline areas.

5.6.3 Signage

Public access signage can be designed to provide direction, provide hours of operation, show location of public access in relation to private property, and show allowed and prohibited uses. The SE WA Regional coalition has an opportunity to create signage that is consistent throughout the three counties to create a sense of place for the recreational users of the area. Signage design should comply with any sign regulations that the counties have adopted. Figure 28 provides an example of information and design of public signage used for the San Francisco Bay area. This would translate well into river trails and river access. This information is an example only; there are unique features to the SE WA Region that could be incorporated into the artistic sign design.



Figure 28
Example of public signage used for San Francisco Bay Area

6 REFERENCES

- Anchor QEA, (Anchor QEA, LLC.), 2014. *Southeast Washington Coalition SMP Update: Visioning Workshops Summary*. October 2014.
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APPENDIX A

PUBLIC BENEFIT RATING SYSTEM

EXAMPLES

The Public Benefit Open Space Rating System (PBRS) is part of the Open Space Taxation Act. According to the Washington Department of Revenue, “[t]he Open Space Taxation Act, enacted in 1970, allows property owners to have their open space...valued at their current use rather than at their highest and best use. The Act states that it is in the best interest of the state to maintain, preserve, conserve, and otherwise continue in existence adequate open space lands for the production of food, fiber, and forest crops and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the state and its citizens (Washington Department of Revenue).”

Below is an example from King County, Washington, which uses the Public Benefit Rating System to preserve open space on private property. This benefit extends to land in private ownership through which the owner agrees to allow non-motorized public passage for the purpose of providing trail connectivity.

The full document is available at the PBRS web address:

<http://www.kingcounty.gov/incentives>

or

<http://www.kingcounty.gov/environment/stewardship/sustainable-building/resource-protection-incentives.aspx>

PUBLIC BENEFIT RATING SYSTEM

Program Definitions and Eligibility Requirements

The Public Benefit Rating System (PBRs) offers an incentive to preserve open space on private property in King County by providing a tax reduction. A participating property is assessed at a “current use” value, which is lower than the “highest and best use” assessment value that would otherwise apply to the property (see King County Code, Chapter 20.36).

PBRs is based on a point system. Points are assigned to each qualifying resource and bonus category as described in this document. The total points awarded for a property’s PBRs resources translate into a 50% to 90% reduction in **land assessed value for the portion of the property participating** (see Valuation Schedule on page 16).

The area used for your home, landscaping, driveway, and other personal uses does not qualify for PBRs and is referred to as the excluded area. It is acceptable to exclude an area for a future home and/or potential use/development. The area that meets an open space resource requirement and enrolls is referred to as the participating area. To qualify for PBRs, **the participating area must contain an identified open space resource and must have the potential for use or development that will be restricted by enrollment in the program.**

This document is derived from King County Code, Chapter 20.36:

http://your.kingcounty.gov/mkcc/clerk/code/23_Title_20.pdf

Other related documents include; the Revised Code of Washington (RCW), Chapter 84.34, Washington Administrative Code (WAC), Chapter 458-30:

<http://apps.leg.wa.gov/rcw/default.aspx?cite=84.34> and

<http://apps.leg.wa.gov/wac/default.aspx?cite=458-30>