

Regional Trail & Bikeway Systems Plan 2006



VANCOUVER-CLARK
PARKS & Recreation



Clark County, Washington

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Proud Past, Promising Future

Clark County, Washington

Resolution No. 2006-04-05

A RESOLUTION adopting the Clark County Regional Trail and Bikeway Systems Plan 2006 'A Lewis & Clark Bicentennial Legacy Project' to be forwarded to the Clark County Department of Community Development, Long Range Planning for consideration as a part of the Clark County Comprehensive Land Use Plan.

WHEREAS, the Clark County Board of County Commissioners appreciates the efforts of the Bicentennial Committee of the Lewis & Clark Corps of Discovery, the Vancouver-Clark Parks and Recreation Department, the Public Works Department and the Vancouver-Clark Parks Advisory Commission in preparing the Clark County Regional Trail & Bikeway Systems Plan 2006, a unique comprehensive plan that highlights economic development, environmental stewardship, accessibility and social & health benefits of a pedestrian, equestrian and bikeway systems that will complement the Regional Transportation System Plan, and the Clark County Comprehensive Plan and

WHEREAS, the Clark County Commissioners know the value of walking, horseback riding, rowing and bicycling in contributing to the health and welfare of our citizens and are keenly aware that a very alarming percentage of citizens of all ages in our community are not getting adequate physical exercise; and

WHEREAS, hundreds of citizens have stepped up to the inactivity crisis and are volunteering to provide planning and program opportunities for citizens to walk, ride horseback, row, or bicycle, including the Chinook Trail Association, Vancouver Volkssporters, Vancouver Bike Club, Clark County Executive Horse Council, STEPS to a Healthier Clark County Program, Discovery Walks and other members of the Southwest Washington Hospital Passport to Wellness Program; and

WHEREAS, the plan gives an overview designed to promote the funding and development of a comprehensive Clark County regional trail and bikeway systems plan; identifies high priority trail partnership projects with the Cities of Vancouver, Battle Ground, Ridgefield, Camas and Washougal; development of the Chehalis Railroad Trail and the continuation of the Salmon Creek and Whipple Creek Greenway Trails, now, therefore,

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, that the proposed Clark County Regional Trail & Bikeway Systems Plan 2006, 'A Lewis & Clark Bicentennial Legacy Project', attached hereto and maps be scheduled for formal adoption, including an advisory recommendation from the planning commission. Such plan represents an opportunity for Clark County citizens. The Board supports the proposed Trail & Bikeway Systems Plan.

ADOPTED on April 4, 2006 and executed two hundred years to the day from when Lewis & Clark's Corps of Discovery left present day Clark County to report to the President and Congress of the United States this 6th day of April, 2006.

Attest:

Janis Richards
Clerk to the Board

Approved as to Form Only

Christine Fera
Deputy Prosecuting Attorney

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By *Mark Bolt*
Mark Bolt, Chair

By *Betty Sue Morris*
Betty Sue Morris, Commissioner

By *Steve Stuart*
Steve Stuart, Commissioner

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Regional Trail and Bikeway System Plan 2006
Resolution Adoption by the
Clark County Board of County Commissioners
Signed on April 6, 2006
200 years from the day when Lewis & Clark Corps of Discovery
left present-day Clark County

FORWARD



This document represents a collaborative effort among the Clark County Transportation Department, the Clark-Vancouver Parks and Recreation Department, the Cities of Vancouver, Ridgefield, Camas, Washougal, LaCenter and Battle Ground, individual citizens, school districts, Clark County Public Health Department, non profit organizations and neighborhood associations. Every effort has been made to present a high-quality document that portrays the hard work performed by this team. Thank you to all who participated in the development of the program. Special thanks to the following people who dedicated many long hours to prepare this plan for the citizens of Clark County:

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Regional Trail and Bikeway Systems Plan

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**For further updated information regarding trail development, please see Vancouver Clark Parks and Recreation’s Comprehensive Plan*

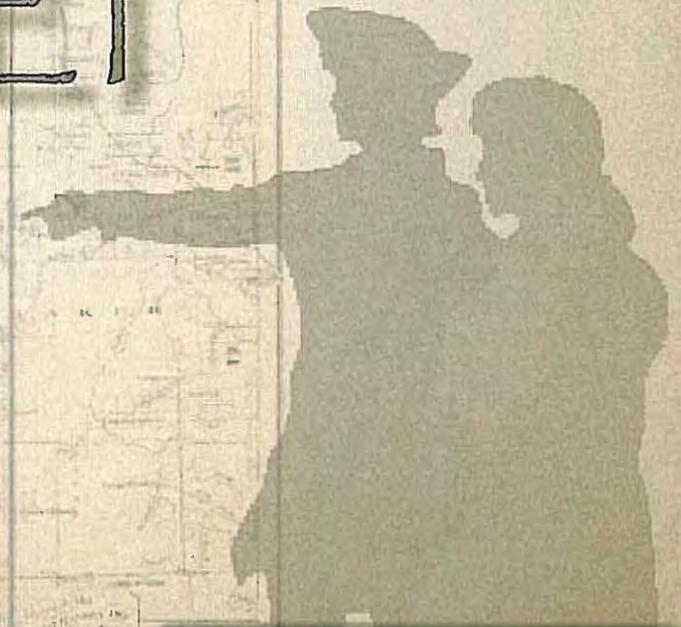
CLARK COUNTY PROFILE:

Clark County fact file from 2000 census		
Population	345,238	
Population in 2005*	383,000	
Projected population in 2010*	432,479	
Percentage Male	49.6	171,330
Percentage Female	50.4	173,908
Percentage under 5	7.8	26,886
Percentage 5-14 years	16.3	56,275
Percentage 15-24 years	13	44,948
Percentage 25-44 years	30.5	106,411
Percentage 45-64 years	22.6	74,920
Percentage over 65 years	9.5	32,808
People with disability	16.1	55,601

Regional Trail & Bikeway Systems Plan

2006

VOLUME I



Oregon & Washington Territory

Proud Past, Promising Future

Regional Trail & Bikeway
Systems Plan
2006

SECTION I
INTRODUCTION



Proud Past, Promising Future

SECTION I. INTRODUCTION

A) Profile



Clark County is a beautiful place. Providing opportunities to experience this beauty through activities not dulled through a car's window is a goal worth pursuing. A well developed pedestrian and bicycle trail network increases our everyday opportunities to enjoy this spectacular part of the country. Clark County's weather is reasonably mild and these facilities can be utilized almost year round.

The popularity of outdoor recreation activities, such as walking, running, cycling, paddling and horseback riding has grown, and continues to grow in our region. Our trails not only serve as interdependent transportation amenities, but they also enhance accessibility to existing community resources by

linking neighborhoods and schools to parks, waterfronts, recreational centers and other parts of our daily lives. Regional trails also extend to include water trails for paddlers such as kayakers and canoeists. Water trails allow us to explore our local rivers in much the same way as did Lewis & Clark. This is a part of our heritage.

As Clark County commemorates the bicentennial of the Lewis and Clark Corps of Discovery in 2006 and the journey's legacy of nation-building, our county and its communities face important opportunities and critical challenges. At the same time, unprecedented population growth is pushing the urban and suburban landscape further into rural Clark County. And, along with this growth, obesity and other health issues related to sedentary lifestyles are not only being recognized as national problems, but Clark County is being recognized as having the state's highest obesity rate. Of great concern is the obesity rate among our children. Twenty-eight percent of eighth graders in Clark County are either overweight or at risk of overweight compared to 25% in Washington State.

Clark County has the opportunity to create a world-class walking and bicycling network. The League of American Bicyclists has awarded Vancouver a bronze-level designation as a Bicycle Friendly Community. A trails and bikeways network that interconnects our communities, open spaces and employment centers not only provides an obvious opportunity to leverage the accessibility to these areas, but it gives those of

us who drive everywhere an alternative to at least some of our average 10-daily car trips per household. But, more sobering is recognition that our children need these types of facilities in order to make any trips independent of their parents driving them.

This plan is a compass for strengthening and expanding our region's trail and bikeway systems plan. The goal is to develop a comprehensive vision through which Clark County, its leadership and its residents, can convey to the region the environmental, economic and societal values of an alternative transportation and recreational system that is based around two wheels, two feet, four legs, and out of doors, not in.

In order for this goal of a new legacy to be realized, this plan must be more than an elaborate graphic presentation and memorialized document that looks great on the shelf. It must be based in reality, be practical and be feasible. It must generate wide-based support in this community to be implemented. In a word, it must be realistic and ...build-able.

B) SYSTEM VISION

The vision for the pedestrian and bicycle trail network is "Connectivity." The system should provide enticing and safe



conversion of short car trips into desirable walking or bike trips, as well as provide opportunities for bicycle commuting of longer distances. A traditional transportation system's primary focus is mobility. A traditional Parks facilities plan's primary focus is recreational. For this to be a successful trail and bikeway systems plan, it must simultaneously be a recreational experience and be functional for mobility. Its burden is to make mobility enjoyable and attractive, while targeting to be an economic asset rather than a liability.

This system must strive to maximize the functional mobility of the network, its recreational opportunities, and the potential positive economic impact of each link. Rather than these three factors competing against one another in the visioning process, they can each be embraced to reach their maximum without compromise in one of the other two. Whether it be the entire system or just one link, it is possible to be functional, to be recreational, and to have a positive economic impact. An investment in one facility that provides alternative modes of transportation and reduces user conflicts increases property values adjacent to it, and is a positive return on investment for any public endeavor.

C) PLAN OVERVIEW

The Trail & Bikeway Systems Plan (Plan) is intended to guide the development and design of an interconnected trail and bikeway system within Clark County. This Plan updates the region's first trails plan which was adopted in 1992. This Plan uses the terms 'paths' and 'trails' interchangeably to describe shared off the road facilities designed exclusively for non-

shared off the road facilities designed exclusively for non-motorized usage. These facilities are real transportation alternatives, while in the past trails might have been perceived as solely for recreation use. There is a major difference between this plan and the plans of the past; this Plan will be recognized as a parks and a transportation document. The Plan will be a vital component of the larger Clark County Transportation Improvement Program (TIP). The Trail & Bikeway Systems Plan identifies the need for increased bicycling and walking opportunities which are consistent with the TIP.

This Plan is an integral part of transforming the concept of a bicycle and pedestrian-friendly system into reality. The Trail and Bikeway Systems Plan recognizes that walkways and bikeways bring enormous benefits to all residents by increasing transportation choices for walking and bicycling, as well as improving environmental conditions and the overall health of our residents and our children. The Plan provides a general guideline for developing a network of bikeways and walkways; however, currently it does not establish specific project recommendations for identified paths or trails. Therefore, this Plan provides detailed, recommended improvements to the existing and proposed regional trail corridors and to the bikeway network. The intent of this Plan is not only to offer recommended trail design standards but to ensure successful implementation. *(See Section IIIA)*



Traditional shared-use paths or trails are the foundation of a comprehensive bicycling and walking system. These regional trails obviously offer numerous aesthetic and recreational opportunities for walkers, cyclists, equestrians and paddlers. But they can also provide commuter options for walking, hiking, bicycling, skating or otherwise traveling to and from our daily destinations in Clark County. Our residents desire a safe and convenient comprehensive network in order to bicycle or walk to work or schools, go for a family bicycle ride or walk to the park or library, or simply take pleasure in walking or riding to improve their families' health.

This Plan is designed to facilitate the eventual incorporation of Trail and Bikeway Systems plans for each of the cities within Clark County. Working together with the Cities of Washougal, Camas, Battle Ground, LaCenter, Ridgefield and Vancouver, the separate but coordinated plans can establish transportation linkages in a mosaic...with natural areas, parks and green spaces. Clark County's trail system is also intended to integrate with Portland's greenways, trails, bikeway and open space systems.

D) PLAN GOALS

An updated, integrated Clark County Trail and Bikeway Systems Plan 2006 will ensure that we continue to have a document that will encourage and promote the growth of a trail system serving the needs of children, community pedestrians, bicyclists, equestrians and paddlers for generations to come. It will be a reference guide to ensure that regional trails are appropriately incorporated into the actively developing urban area, and that new development accommodates that vision in a logical and inclusive manner. The process of updating is a necessary function to keep pace with the many changes that have occurred in our community including preserving desirable trail opportunities through and within the rapid development. The plan will focus on existing trails, planned new trail issues, opportunities and constraints, funding sources, priorities and

"This is the vision—to create a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options so they are real choices that meet the needs of individuals and society as a whole. Making the vision a reality must begin now."

USDOT FEDERAL
HIGHWAY
ADMINISTRATION,
The National Bicycling and
Walking Study, 1994

goals and standards. The Plan will also be useful and in some cases required, for the County when applying for funding through local, regional, state, federal and private sources.

While updating a plan is always necessary, similar goals and values stay consistent with time, such as maintaining a strong transportation system, a vibrant health and recreation network, a thriving economy, and environmental sustainability. Goals and values are the framework, the backbone, and engine for a solid, sturdy and working trails plan. For this reason, the goals and values

within this document are similar to a combination of many different plans stated within the appendix. Goals are different from specific implementation strategies. Within this document, specific recommendations and implementation and funding strategies will be provided for individual trails system improvements. The goals of the Trail and Bikeway Systems Plan are categorized under each valued element below.

Alternative Transportation, Accessibility and Mobility Element

- A. Provide a comprehensive trail system that will interconnect the regional trail systems and transportation systems of sidewalks and bike lanes.
- B. Provide a system that will support the development of shared-use paths within one mile of every home within the urban area.
- C. Provide a balanced, multi-modal transportation system for Clark County that supports the safe, efficient movement of people and goods.
- D. Facilitate the increased use of pedestrian transportation in Clark County by ensuring that convenient, accessible and safe pedestrian facilities are provided.
- E. Facilitate the increased use of bicycle transportation in Clark County by ensuring that convenient, accessible and safe bicycling facilities are provided.
- F. Coordinate with all transportation providing agencies to ensure trails are included within their plans.
- G. Coordinate with surrounding counties and cities to create a connecting system.

Environment and Natural Resources Element

- A. Acquire open green space and natural corridors for trail development.
- B. Promote appropriate planning and design solutions to avoid adverse environmental impacts on sensitive areas.
- C. Coordinate the development of trail and bikeway links within Clark County and surrounding jurisdictions (Metro, Columbia River Gorge Commission, US Forest Service, Washington State Dept. of Natural Resources, adjoining counties, etc.) and become a facilitator for other provider and volunteer efforts.
- D. It is the intent for these to be in compliance with the TIP Comprehensive Plan and the Arterial Atlas.
- E. Develop an interpretive, educational program for the historic and environmentally significant sites along the trail and bikeway system.
- F. Celebrate history by recognizing accomplishments made by Lewis and Clark.
- G. Discover and appreciate the area's rich beauty.

Economic Element

- A. Increase economic vitality of Clark County by building trails that interconnect homes and businesses.
- B. Develop and maintain a comprehensive trail and bikeway system to link with other providers.
- C. Work closely with corporate business, private developers and public agencies to incorporate trails and bikeways where feasible.
- D. Promote sensitive planning solutions and develop support services to diminish land owner concerns.

Health and Education Element

- A. Promote sensitive planning solutions and design, develop support services such as education, enforcement and maintenance to reduce safety hazards
- B. Provide opportunities to encourage good health through physical activity on trails.
- C. Provide a system of shared-use paths within one mile of every school.

Recreation Element

- A. Provide opportunities for walking, biking, horseback riding and running.
- B. Utilize and leverage the recreational opportunities within Clark County’s open spaces and parks by connecting citizens to their homes, parks, schools, businesses and work.



- C. Provide youth with ample opportunities to recreate outside.

Regional Trail & Bikeway
Systems Plan
2006

SECTION II
TRAIL NETWORK



Proud Past, Promising Future

SECTION II. TRAIL NETWORK

A) Overview

Clark County's new Regional Trail and Bikeway Systems Plan



is an updated and comprehensive plan which was originally developed in 1992. The 2006 Regional Trail and Bikeway Systems Plan has grown to encompass 16 regional trails. There are eight other additions to the 1992 Plan; four new regional trails are planned and four previously planned regional trails have been extended. This new trail network envisions nearly 240 miles of regional trails and bikeways in Clark County and is the next step toward providing

our citizens and our visitors transportation alternatives to daily vehicle trips and safer, more accessible opportunities for a healthier lifestyle. This plan has one foot in the transportation system and one foot in the parks system and it needs both feet to work. With each mile of new trail constructed, we will better enjoy the quality of life in Clark County and continue the legacy of trail building in this part of the world bestowed on us by William Clark and Meriweather Lewis 200 years ago.

The Regional Trail and Bikeway Systems Plan is more than facilities for bicyclists and walkers. Trails in this context are a larger umbrella. Yes, this plan includes traditional sidewalks and shared-use bicycle and pedestrian paths; but it also aspires to serve the increasing needs of the very diverse population of trail enthusiasts in Clark County, such as equestrians, water paddlers, bicycle commuters, runners, skaters, recreational bicyclists, organized walkers, users of electric wheelchairs, and the children of Clark County who rely on these facilities as the only alternate travel option to their parent's car.

A well-planned and purposefully-built trail system can be another step forward in the battle against ever-increasing traffic congestion and obesity. It can also be a vehicle to preserve the opportunities to experience the wonderful natural corridors of Clark County. It can also be another economic catalyst that makes Clark County a great place to live and work.

*"the only desired
situation for a
settlement... on the west
side of the Rocky
Mountains."*

Journal of Lewis and Clark
Voyage of Discovery

Regional Trail and Bikeway Systems Plan

These trails are regional because they connect people with and to the places they want to go – from residential areas to employment and commercial areas, as well as to the rural areas and open spaces we want to enjoy. Of the nearly 240 miles of regional trails and bikeways identified in this plan, 40 miles have already been built and enjoyed by a loyal following of users. These built facilities include portions of the Salmon Creek Greenway, portions of the Lake to Lake trail, the Lacamas Lake Trail, the Padden Parkway Trail and portions of the Lewis and Clark Greenway Trail (along the waterfront and near Vancouver Lake). These trails have become touchstones of our community and are proof of the positive impact of trails.



It is very important to understand that this plan is for the citizens, by the citizens. A systematic, cooperative, and collaborative approach was taken in updating the 1992 Clark County Trail and Bikeway Systems Plan. As such, the planning process included researching neighboring community plans, reaching out to the greater Clark County community through open house workshops, and initiating a Community Advisory Committee (CAC) composed of transportation alternative user groups.



B) New Regional Trails Planned Since 1992

In response to the Board of County Commissioners' workshop questions regarding what trails have been added to the County trails network since the 1992 plan, this synopsis of "new trails" was prepared for inclusion in this document.



1) Livingston Mountain / Dole Valley Trail

From Lacamas Lake Park heading northeast up to Livingston Mountain into the Yacolt Burn Forest in the D.N.R. lands and north to connect with the East Fork of the Lewis Trail east of Moulton Falls.

2) Camp Bonneville Trail

From the Heritage Trail north of Lacamas Lake to Green Mountain, north up to and through Camp Bonneville up to the headwaters of Salmon Creek and the eastern terminus of the Salmon Creek Trail.

3) Battle Ground/Fisher's Landing Trail

This follows SE 192nd Avenue corridor from the Columbia River north to cross Burnt Bridge Creek and into Hockinson following China Ditch. It crosses Salmon Creek, east of Cedars Golf Course, and traverses the rise up to Battle Ground Lake along the NE 182nd Avenue corridor to its end at Battle Ground Lake and intersection with the Chelatchie Prairie Railroad Trail.

4) Padden Parkway Trail

This trail that was not part of the 1992 Trail Plan, however, it was built in conjunction with a transportation project along the Padden Parkway and has proven to be a critical link in our trails network.



5) SR502/NE 219th Avenue

This is not one of the formal 16 regional trails, but SR502 is planning to accommodate a bicycle and pedestrian element from I-5 to Battle Ground and represents a new trail corridor worthy of representation in the plan.

C) Trails Planned for Extension

6) Salmon Creek Trail

This trail begins from the north side of Hockinson near Cedar's Golf Course along Salmon creek towards Venersburg, through Alderbrook up into the Yacolt Burn Forest on DNR lands.



7) East Fork of the Lewis River Trail

This trail runs from Moulton Falls east along the Lewis River corridor out to the east edge of Clark County.



8) Whipple Creek Trail

This trail was planned to ensure a connection from Lake River to I-5.



9) Washougal River Trail

This trail was planned to ensure a connection from the south end of Lacamas Lake Park over to the Washougal River along NE 3rd Avenue to N. Sheppard Road on to Washougal River Road.





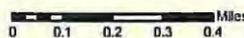
Regional Trails and Bikeway Systems Plan

Clark County, Washington



County Trails Map Legend

Trail Description	Proposed	Existing
Regional Trails		
Defined Trail Alignment		
Undefined Trail Alignment		



2006 Regional Trail & Bikeway Systems Plan Trail Names



1. Lewis & Clark Discovery Greenway
2. Chelatchie Prairie Railroad
3. Lake to Lake
4. Salmon Creek Greenway
5. Padden Parkway
6. I-5 Corridor
7. I-205 Corridor
8. East Fork of the Lewis River
9. Battle Ground / Fisher's Landing
10. Washougal River Corridor
11. North Fork of the Lewis River Greenway
12. Whipple Creek Greenway
13. North / South Powerline
14. East Powerline
15. Livingston Mountain Dole Valley
16. Camp Bonneville
17. Lower Columbia River Water Trail



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Lewis & Clark Greenway Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Lewis & Clark Greenway Trail (formerly known as Vancouver Lake Trail, Waterfront Trail, Evergreen Highway Trail)

User Groups: Pedestrians, Bicycles, Paddlers
*Equestrian use is not permitted in the City of Vancouver

Project Length: 46.1 miles (9.5 miles built)

Project Description: This trail corridor extends from Washougal to Vancouver and on to Ridgefield following the Columbia River downstream re-tracing the route of Meriweather Lewis and William Clark 200 years ago. Along the route are several historical markers and parks and stops dedicated to their Corps of Discovery. This trail corridor is a multi-modal facility that accommodates walkers and bicyclists. Some reaches of the greenway accommodate horse riders as well. Sidewalks or bike lanes may be either separated or attached to roadways.

Environmental Constraints: Because of this trail's relationship to the Columbia River, some alignment alternatives may present greater shorelines, habitat and wetland permitting that may necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

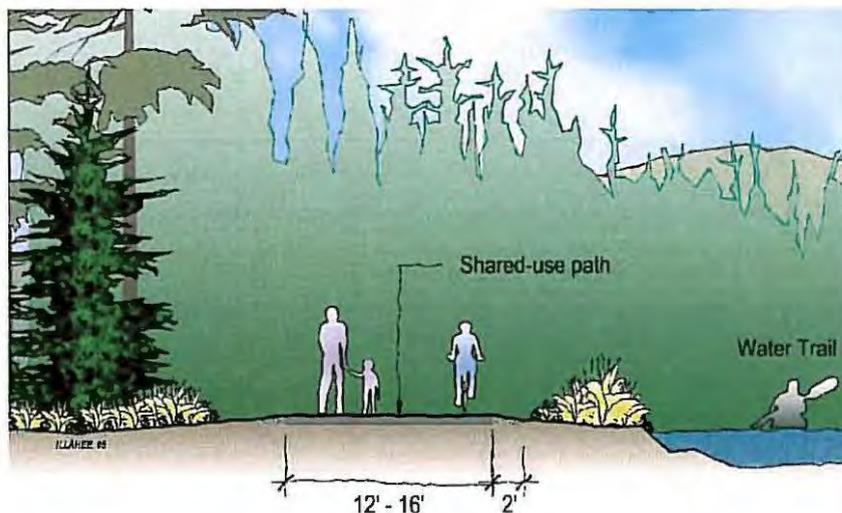
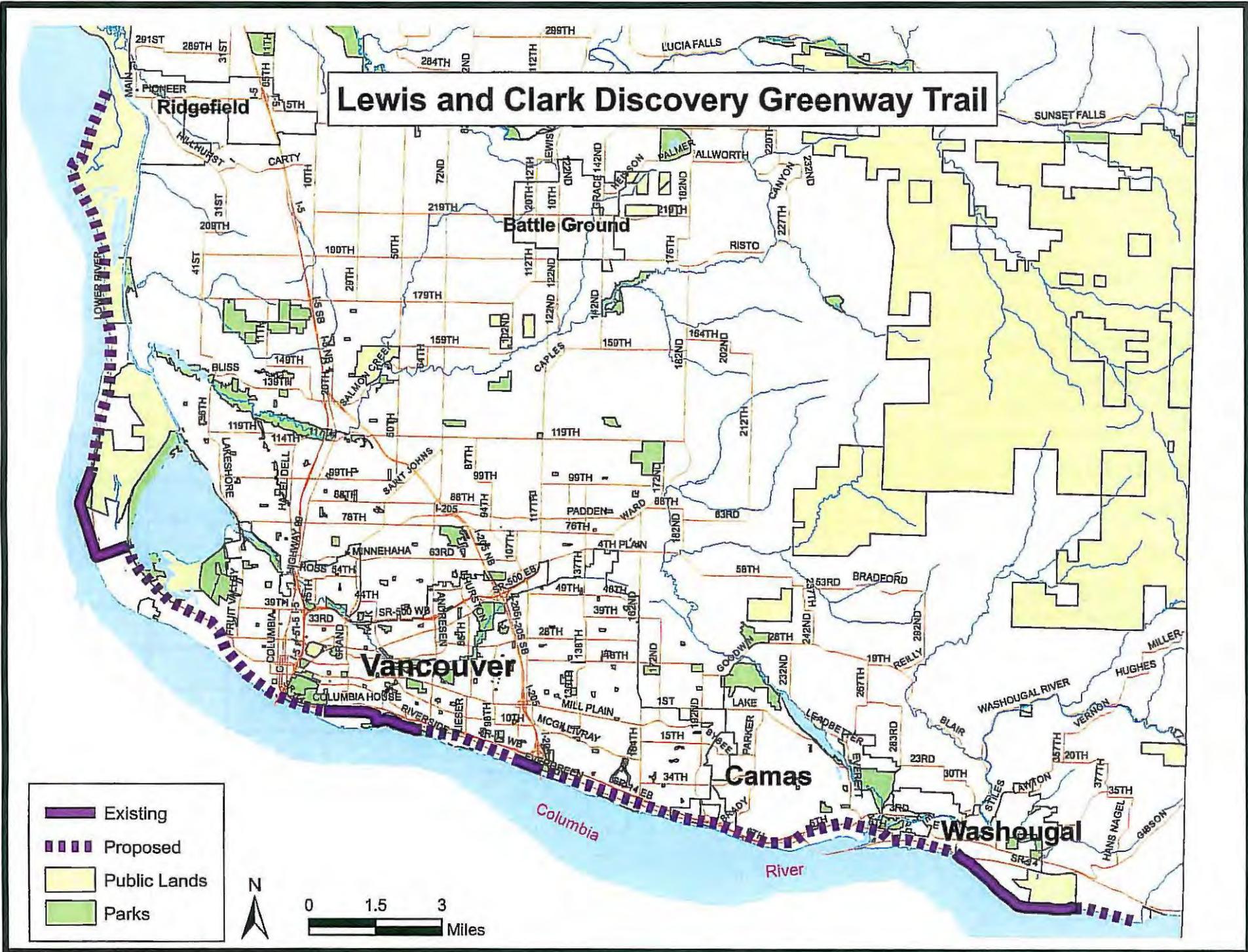


Figure 1

Lewis and Clark Discovery Greenway Trail



-  Existing
-  Proposed
-  Public Lands
-  Parks



Lewis and Clark Discovery Greenway Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Capt. William Clark Park (Washougal) to Camas		8.2	3.2	A1	U					
Camas to Vancouver at the 164th Fisher's Outlook		7.4		A1	COC					
Fisher's Outlook to the Fish Hatchery (I-205)		2.4		A1	COV					
Fish Hatchery to Ellsworth trail head		0.6	0.6	A1	COV					
Ellsworth to Wintler Park		2.2		A1	COV					
Wintler Park to Marine Park (Tidewater Cove)		1.0	1.0	A1	COV					
Marine Park to Columbia Shores		1.5	1.5	A1	COV					
Columbia Shores to Esther Short Park		1.5	0.5	A1	COV					
Esther Short Park to Mill Plain		0.6		A1	COV					
Mill Plain to Fruit Valley Road		0.9		A1	COV					
Fruit Valley Road to Port of Vancouver Trail Head		3.6		A1	COV					
Port of Vancouver Trail Head to Vancouver Lake Park		3.5		A1	COV					
Vancouver Lake Park to Frenchman's Bar Park		2.7	2.7	A1	COV					
Frenchmen's Bar Park to Ridgefield Wildlife Refuge		10.0		A1	COV					
	Total	46.1	9.5							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Chelatchie Prairie Railroad Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map

Chelatchie Prairie Railroad
Regional Trail



Project Summary

Project Number:

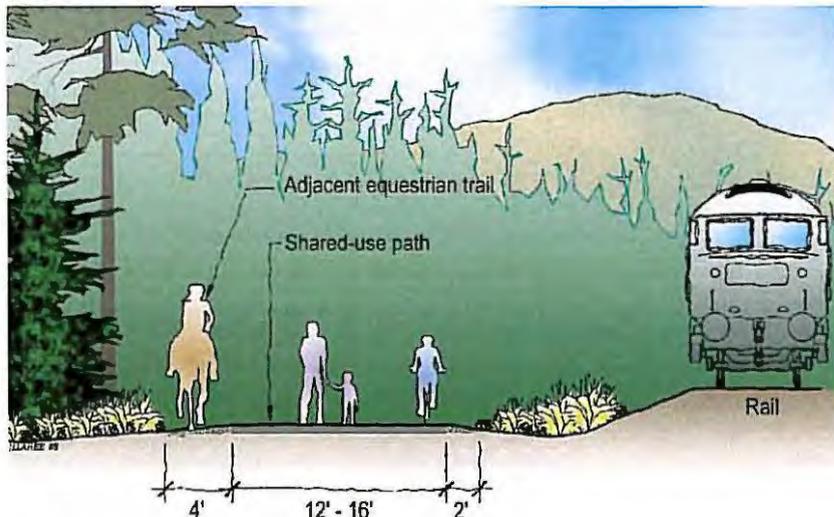
Regional Trail Name: Chelatchie Prairie Railroad Trail

Project Length: 34.2 miles (2.7 miles built, 30 miles to be built)

User Groups: Pedestrians, Bicycles, Paddlers, Equestrians
*Equestrian use is not permitted in the City of Vancouver

Project Description: This trail follows the historic rail line along a serpentine route at a slight grade of the historic Chelatchie Prairie railroad. It curves its way from corner to corner in Clark County starting near its urban core where Burnt Bridge Creek flows into Vancouver Lake. It traverses northeast through Hazel Dell, Orchards, Brush Prairie, Battle Ground Lake and along the East Fork of the Lewis River past Moulton Falls into Amboy and Chelatchie Prairie terminating just a few miles from Yale Reservoir at the original site of the paper mill it used to serve in Chelatchie Prairie. This trail follows the historic rail line. It provides a complete picture of Clark County, its watersheds, its historic communities, and its abundant natural beauty. Portions of the trail are completely enclosed by a tree canopy in the northern reaches.

Cross-Section Detail



Environmental Constraints: Most of this trail follows the railroad sharing its right of way, so environmental constraints should be minimized, excepting any of the multiple creeks and river crossings.



Figure 2

Chelatchie Prairie Railroad Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Vancouver Lake to the Ross Complex		2.0		A4	COV					
Ross Complex to St. Johns		2.0		A4	UUA					
St. Johns to 119th		5.8		A4	UUA					
119th to 199th - Brush Prairie		5.5		A5	RURAL/COBG					
199th to City Limits of Battle Ground		1.7		A4	COBG					
Battle Ground Lake to Heison		1.6		A4	R					
Heison to Basket Flats		2.0		A4	R					
Basket Flats to Moulton Falls		3.7	2.7	A4	R					
Moulton Falls to Yacolt		2.7		A4	R					
Yacolt to Amboy		2.2		A4	R					
Amboy to Chelatchie Prairie		5.0		A4	R					
	Total	34.2	2.7							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Lake to Lake Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Lake to Lake Trail (formerly Discovery Trail, Burnt Bridge Creek, LaCamas Trail, Heritage Trail)

Project Length: 22.3 miles (11.4 miles built)

User Groups: Pedestrians, Bicycles, Paddlers, Equestrians

*Equestrian use is not permitted in the City of Vancouver

*Paddle opportunities may exist at LaCamas Lake

Project Description: This trail corridor highlights the remaining preserved open spaces within our urban area along the Burnt Bridge Creek and LaCamas Creek watersheds. It starts at the Port of Vancouver and travels the lowlands along the eastern edge of Vancouver Lake up to the mouth of Burnt Bridge Creek at Vancouver Lake and parallel the creek up to Leverich Park, going under I-5 and traversing its way under SR500 to the base of the north slope of Vancouver's "Heights" area at the Devine Road trailhead. This portion of the trail provides a front row seat to the ongoing rehabilitation of the Burnt Bridge Creek watershed, with creek rechanneling, shade plantings and side ponds. This trail displays the reclaiming of wildlife habitat to its historic state back from the agricultural uses of the 20th century. Extending from Devine Road, the trail hugs the base of the slope below the "Heights Neighborhood" and David Douglas Park, crossing Andresen Road and Burton Road. It reaches to the Meadow Creek Marsh extending to the joint headwaters of Burnt Bridge Creek and LaCamas Creek watersheds then down to the LaCamas Heritage Trail, along LaCamas Lake connecting to the 600+ acre LaCamas Lake park system.

Environmental Constraints: Due to the desire for the trail to interact with the natural amenities of the watersheds and their creeks and lakes, shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives at sensitive areas may be necessary.



Cross-Section Detail

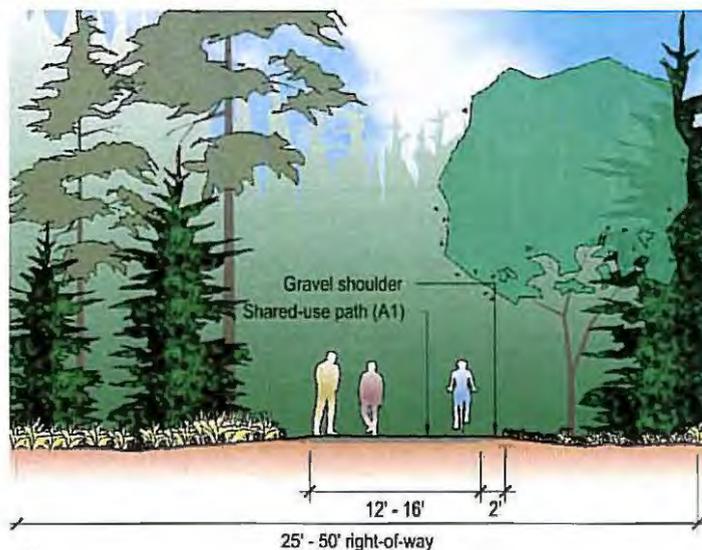


Figure 3

Lake to Lake Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lower River Road to West End of Burnt Bridge Greenway		2.7	2.0	A0	COV					
West End of Burnt Bridge Greenway to I-5		2.0	2.0	A1	COV					
I-5 to St. John's Road		1.5	1.5	A1	COV					
St. John's Rd to 4th Pln & Devine		1.0	1.0	A1	COV					
Devine Road to Andresen		1.4	1.4	A1	COV					
Andresen to 87th Avenue		0.8	0.8	A1	COV					
NE 87th Avenue to NE 98th Avenue		1.3		A1	COV					
NE 98th Avenue to 112th Avenue		0.9		A1	COV					
112th Avenue to 137th Avenue		1.3		A1	COV					
137th Avenue to 162nd Avenue		1.3		A1	UUA					
162nd Avenue to 192nd Avenue		2.0		A1	UUA					
192nd Avenue to Heritage Trail Head		1.4		A3	UUA					
Heritage Trail Head to Lacamas Lake Park		4.7	4.7	A3	CAMAS					
	Total	22.3	11.4							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Salmon Creek Greenway Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Salmon Creek Greenway Trail

Project Length: 24.9 miles (3 miles built)

User Groups: Pedestrians, Bicycles, Paddlers*, Equestrians

*Paddle opportunities at the mouth of Salmon Creek

Project Description: This trail corridor extends from the mouth of Salmon Creek at Lake River and is planned for extension to the headwaters of Salmon Creek on Bells Mountain. The Salmon Creek watershed drains most of the northern Vancouver urban growth area. From the Columbia River to the Salmon Creek Treatment Facility, the trail parallels an underground utility easement for the Salmon Creek Interceptor up to Seward Bridge in Felida at 36th Avenue. The trail then winds its way out along the Salmon Creek lowlands to the Kline Park Ponds near I-5. Native fish still run in Salmon Creek and preservation of this open space corridor, with a low-impact trail, will further this vision. From Kline Park, the trail extends on to the WSU campus, north to Brush Prairie through the open meadows south of Battle Ground. The trail then aims toward the historic enclave of Venersborg at the base of Bells Mountain.

Environmental Constraints: Due to the desire for the trail to interact with the natural amenities of the watersheds and their creeks and lakes, shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives at sensitive areas may be necessary.

Cross-Section Detail

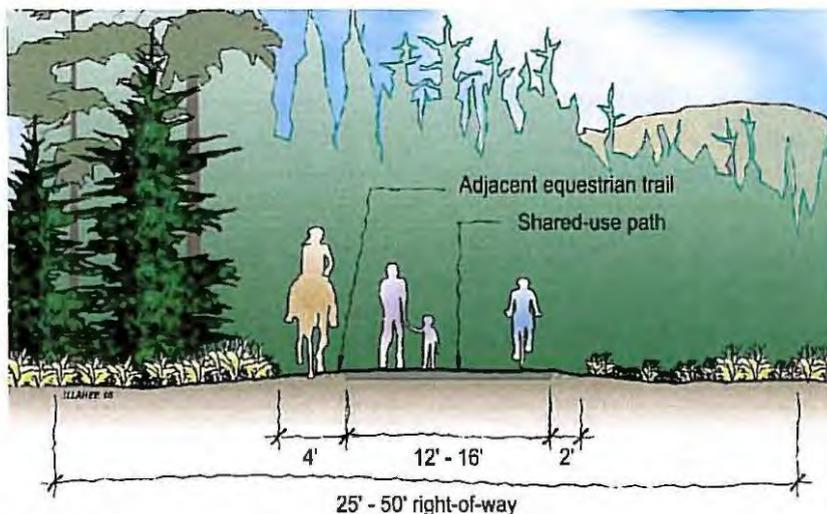
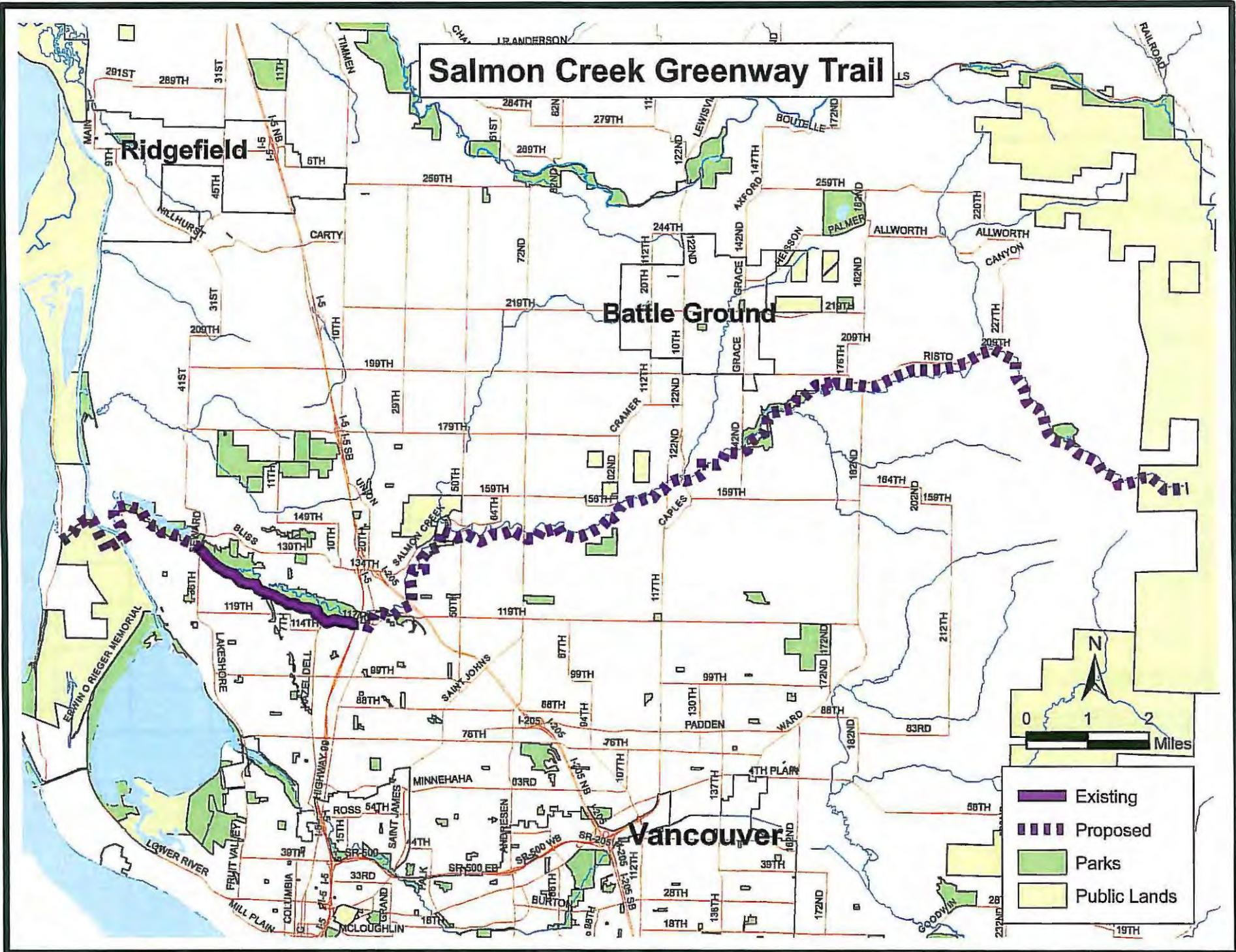


Figure 4



Salmon Creek Greenway Trail



- Existing
- Proposed
- Parks
- Public Lands

Salmon Creek Greenway Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Columbia River to Lake River		1.3		A1	R					
Lake River to Ashley Heights		0.6		A1	R					
Ashley Heights to Seward Bridge		0.9		A1	R					
Seward Bridge to Cougar Creek		1.3	1.3	A1	UUA					
Cougar Creek to Klineline Ponds		1.8	1.8	A1	UUA					
Klineline Ponds to WSU Campus		2.6		A1	UUA					
WSU Campus to Andresen Road		1.7		A1	R					
Andresen Road to SR 503 (Brush Prairie)		3.0		A1	R					
SR 503 to Cedars		2.0		A1	R					
Cedars to Hockinson		2.5		A1	R					
Hockinson to mouth of Rock Creek		1.7		A2	R					
Rock Creek to Alderbook		2.2		A2	R					
Alderbook to Bells Mountain		3.3		A3	R					
	Total	24.9	3.1							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Padden Parkway Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Padden Parkway Trail

Project Length: 10 miles (9.7 miles built)

User Groups: Pedestrians, Bicycles

Project Description: The Padden Trail begins at Vancouver Lake just north of the "Lake to Lake" trails. This trail is a very urban trail. From its trailhead at Vancouver Lake, the trail is on-road bike lanes with attached sidewalks from Fruit Valley Road up 78th Street, crossing Hazel Dell Avenue through heavy traffic @ I-5 & Hwy 99 extending out to the St. John's area on NE 78th Street crossing the Chelatchie Prairie Railroad trail. From the Chelatchie Prairie Railroad trail intersection, this facility becomes a shared-use paved trail leaving the 78th Street alignment and following the new Padden Parkway. This section of the trail is adjacent to the regional wetlands area that is the headwaters of Curtin Creek near NE Andresen Road. From the Andresen commercial area, the trail utilizes the pedestrian-and bike-only freeway overpass, and continues to parallel the Padden Parkway out to Hertiage High School near NE 136th Avenue. The Padden Parkway trail terminates out China Ditch of its intersection with the Battle Ground Lake / Fisher's Landing trail near NE 172nd Avenue.

Environmental Constraints: None

Cross-Section Detail

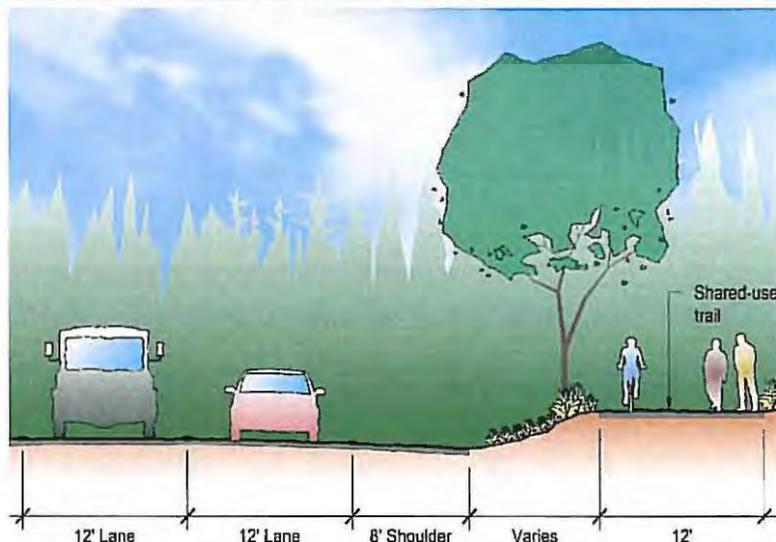


Figure 5



Padden Parkway Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lakeshore Road to Hazel Dell Avenue		1.1	1.1	A3	U					
Hazel Dell Avenue to I-5		0.2		A3	UUA					
I-5 to Hwy 99		0.1		A3	UUA					
Hwy 99 to the Chelatchie Prairie Railroad trail		1.9	1.9	A3	U					
Chelatchie Prairie Railroad Trail to Andresen Road		1.0	1.0	A3	U					
I-205 to NE 94th avenue		1.3	1.3	A3	U					
NE 94th Avenue to NE 117th Avenue (SR 503)		1.3	1.3	A3	U					
SR 503 to NE 137th Avenue		1.0	1.0	A3	U					
NE 137th Avenue to NE 152nd Avenue		0.8	0.8	A3	U					
NE 152nd Avenue to China Ditch and the BG-Fisher's Landing trail		1.3	1.3	A3	U					
	Total	10.0	9.7							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: I-5 Corridor Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: I-5 Corridor Trail

Project Length: 22 miles (1 miles built)

User Groups: Pedestrians, Bicycles, Equestrians*
*Equestrian use is not permitted in the City of Vancouver

Project Description: This trail is not so much of a trail as it is a combination of linkages for semi-continuous, safe, predictable pedestrian and bike routes that parallel the I-5 corridor. This trail is directly suited to commuters. It is aimed at alternative modes of commuting.

Environmental Constraints: None

Cross-Section Detail

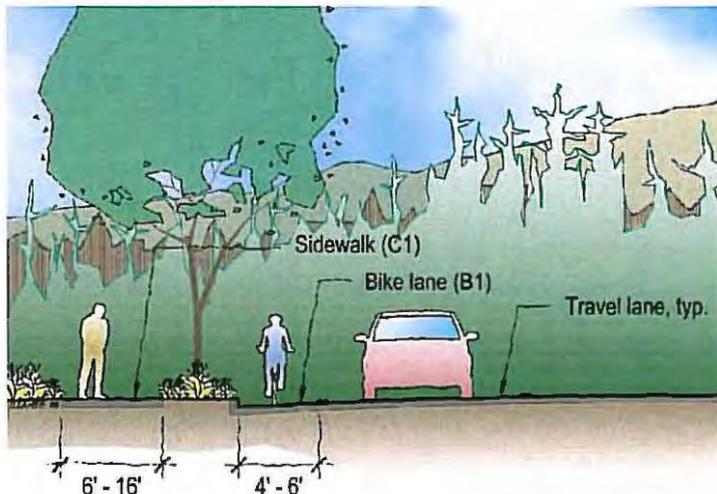
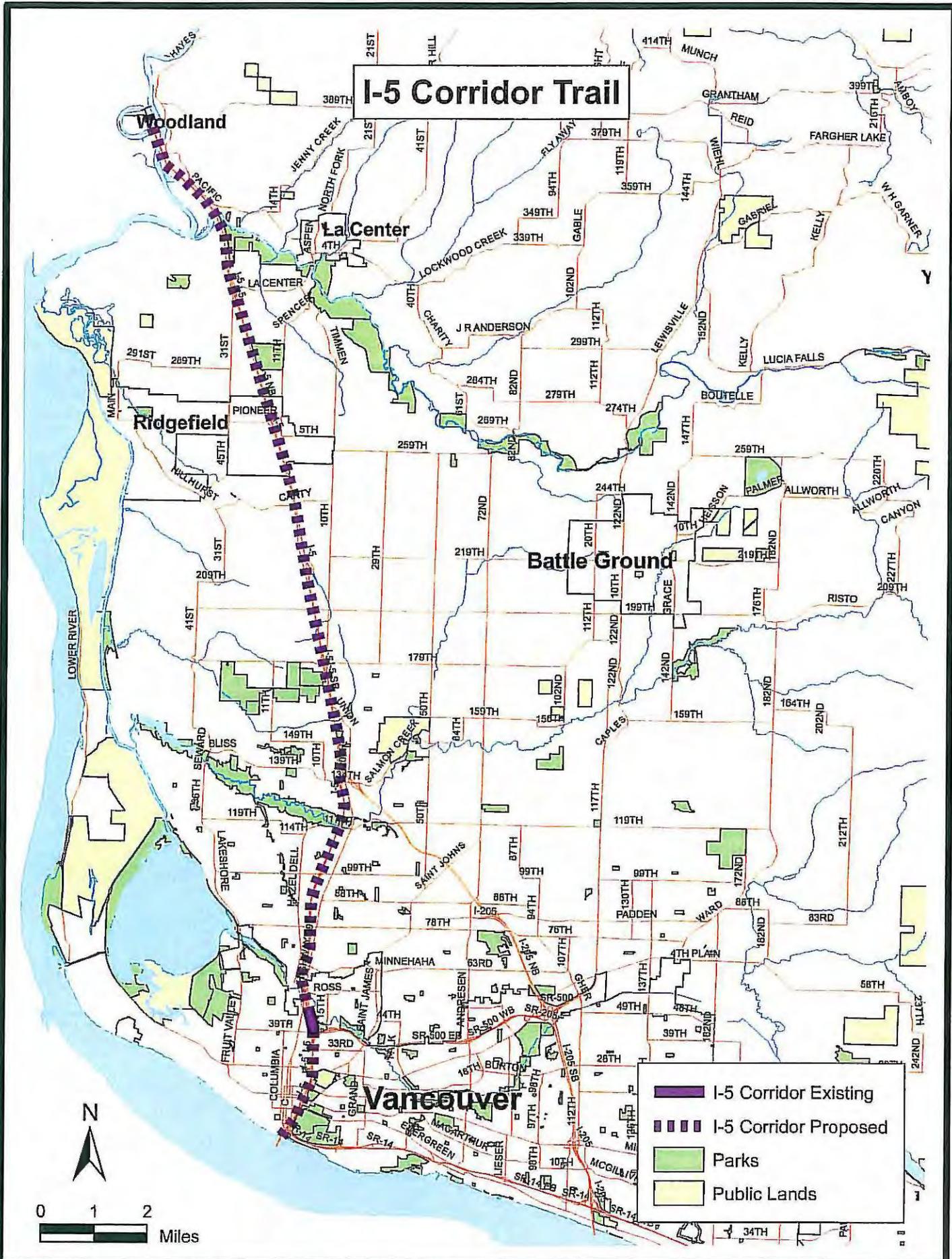


Figure 6



I-5 Corridor Trail



- I-5 Corridor Existing
- I-5 Corridor Proposed
- Parks
- Public Lands



0 1 2
Miles



2006 Trail & Bikeway Systems Plan

Regional Trail Name: I-205 Corridor Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: I-205 Corridor Trail

Project Length: 13 miles (2 miles built)

User Groups: Pedestrians, Bicycles, Equestrians*
*Equestrian use is not permitted in the City of Vancouver

Project Description: This trail is not so much of a trail as it is a combination of linkages for semi-continuous, safe, predictable pedestrian and bike routes that parallel the I-5 corridor. This trail is directly suited to commuters. It is aimed at alternative modes of commuting.

Environmental Constraints: None

Cross-Section Detail

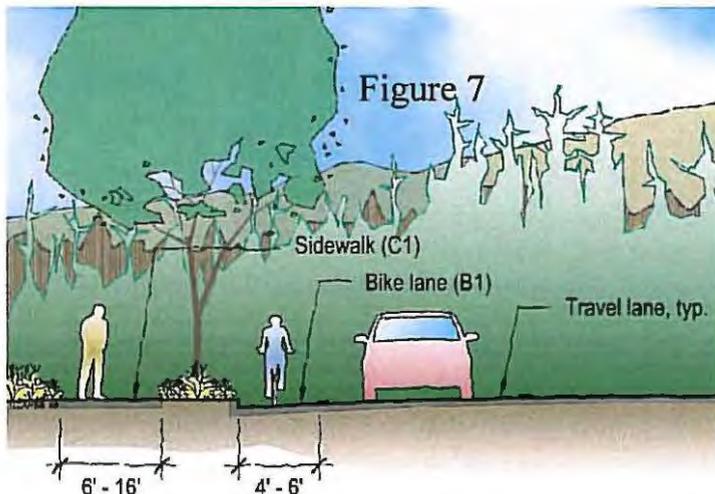


Figure 7





2006 Trail & Bikeway Systems Plan

Regional Trail Name: East Fork of the Lewis River Greenway Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: East Fork of the Lewis River Greenway Trail

Project Length: 28.4 miles (4.1 miles built)

User Groups: Pedestrians, Bicycles, Paddlers, Equestrians

Project Description: This trail corridor will extend from the confluence of the East and the North Fork of the Lewis River near the LaCenter Bottoms. It will chase the East Fork of the Lewis River through LaCenter, with its rural charm, out to Daybreak Park and its direct river access opportunities, up to Lewisville Regional County Park with its picnic areas and well developed network of forest trails. From Lewisville Park, the trail will travel up to the historic enclave of Heisson and pass over the old Heisson Bridge, now preserved for pedestrians and bicyclists only. The view of the water worn and polished bedrock that form the river channel here are unique. Beyond Heisson, the trail will join the Chelatchie Railroad Trail corridor up to Moulton Falls Park, passing the Bells Mountain Trail head. At this point the Chelatchie Prairie Railroad turns North and this trail continues east to extend to the county line from this point ending at Sunset Campground. Halfway to Sunset Campground will be the future trail head for the north end of the Livingston Mountain / Dole Valley Trail.

Environmental Constraints: This trail will face several environmental constraints as it trail intends to follow the river as closely as possible. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

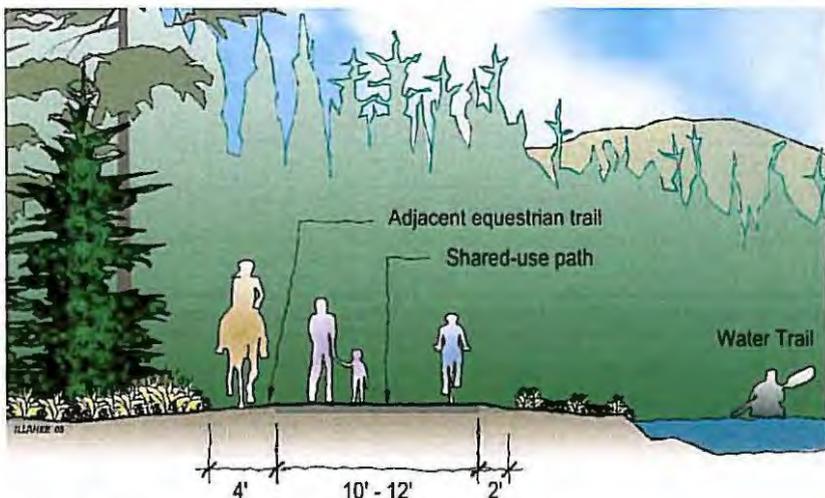


Figure 8

East Fork of the Lewis River Greenway Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lewis River confluence to W LaCenter		1.9		A1	R					
W LaCenter to E La Center		6.9		A1	UUA					
E La Center to Lewisville Park		2.6		A1	R					
Lewisville Park to Heison		4.4	1.4	A1	R					
Heison to Basket Flats		1.4		A1	R					
Basket Flats to Moulton Falls		3.9	2.7	A1	R					
Moulton Falls to Sunset Campground		7.3		A1	R					
	Total	28.4	4.1							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Battle Ground / Fisher's Landing Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map

Battle Ground / Fisher's Landing Regional Trail



Project Summary

Project Number:

Regional Trail Name: Battle Ground / Fisher's Landing Trail (formerly known as Hockinson, 192nd Avenue, China Ditch trail)

Project Length: 16.1 miles (2.8 miles built)

User Groups: Pedestrians, Bicycles

Project Description: This trail begins on the Columbia River, along the Lewis & Clark Greenway Trail. This shared-use, concrete trail parallels SE 192nd Avenue in the Fisher's Landing area of Vancouver. From State Route 14 up to SE 18th Street, it leaves the roadside to navigate the open space along the Lacamas and Fifth Plain Creeks up to the meadows south of Hockinson near the China Ditch. As the trail meanders the west side of Hockinson, it climbs up towards NE 219th Avenue near the SE 182nd Avenue alignment. Then, on top of the foothills, east of Battle Ground, the trail extends to Battle Ground Lake State Park intersecting with the Chelatchie Prairie Railroad trail.

Environmental Constraints: Due to the desire for the trail to interact with the natural amenities of the watersheds and their creeks and lakes, shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives at sensitive areas may be necessary.

Cross-Section Detail

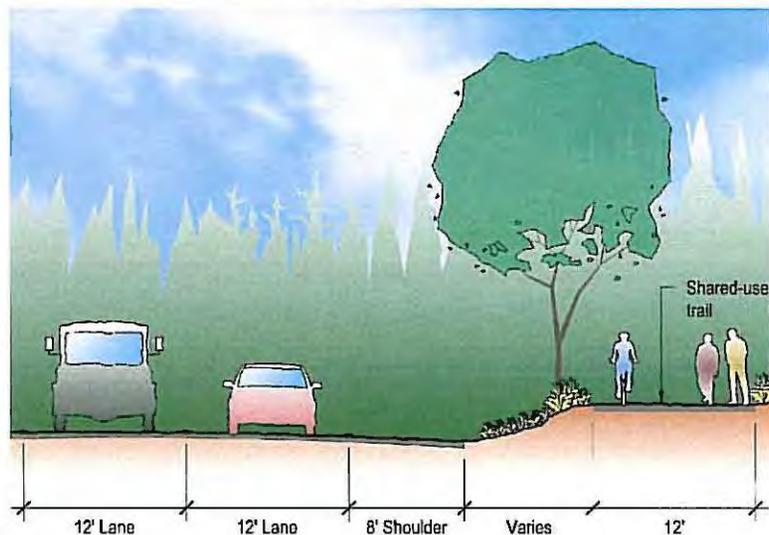


Figure 9



Battle Ground / Fisher's Landing Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Columbia River and SR-14 @ 192nd Avenue to SE 34th Street		1.0	1.0	A2	COV					
SE 34th Street to Fisher's Swale @ SE 15th Street		1.0	1.0	A2	COV					
Fisher's Swale to 1st St. @ SE 15th Street (Mill Plain)		0.5	0.5	A2	COV					
1st St. to Harmony Sports Complex @ NE 18th Street		1.2	0.3	A2	UUA					
Harmony Sports Complex to Lacamas Creek		0.5		A1	R					
Lacamas Creek to the Padden Trail @ China Ditch		4.0		A2	R					
Padden Trail @ China ditch trail to Hockinson		3.2		A2	R					
Hockinson to NE 199th Street		2.5		A2	R					
NE 199th Street to NE 219th Street		1.0		A2	R					
NE 219th Street to the Chelatchie Prairie Railroad trail @ Battle Ground Lake		1.2		A1	R					
	Total	16.1	2.8							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Washougal River Corridor Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map

Washougal River Corridor Regional Trail



Project Summary

Project Number:

Regional Trail Name: Washougal River Corridor Trail (formerly known as China Ditch, Fisher's Landing Trail)

Project Length: 10.4 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Paddlers, Equestrians

Project Description: The Washougal River Corridor Trail begins in the City of Camas - following the Washougal River Greenway to the Washougal River Road and follows the river along its north and west shores up to Cowlitz County and towards Dugan Falls and Three Corner Rock in Cowlitz County.

Environmental Constraints: Because of this trail's relationship to the Washougal River, some alignment alternatives may present greater shorelines, habitat and wetland permitting which will necessitate extensive preconstruction costs. Alignment alternatives at sensitive areas may be necessary.

Cross-Section Detail

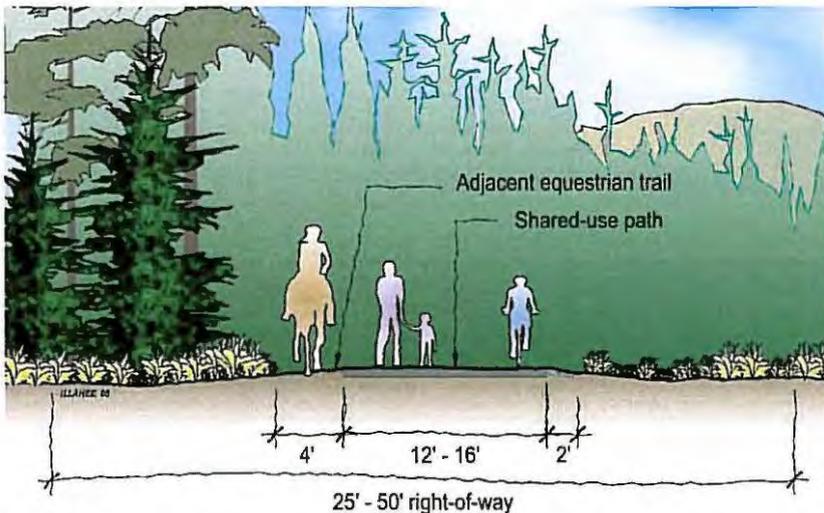
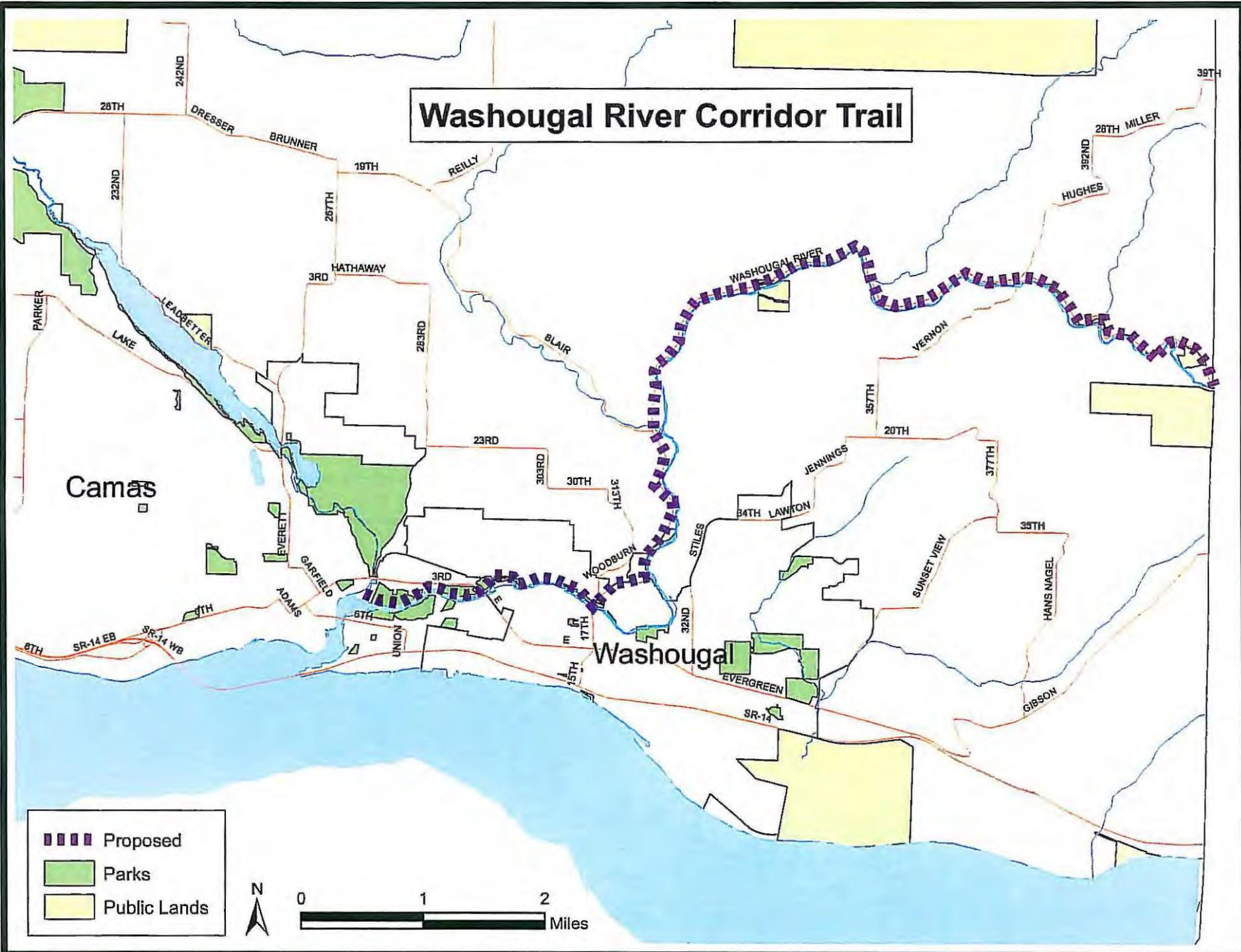


Figure 10



Washougal River Corridor Trail



- Proposed
- Parks
- Public Lands



Washougal River Corridor Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
South Entry of Lacamas Lake Park to Sheppard Road		0.8		A2	COC					
Sheppard Road to Washougal River Road		1.0		A2	COW					
Washougal River Road to BPA Powerline		1.0		A2	R					
BPA Power Lines to the Little Washougal River		0.9		A2	R					
Little Washougal River to Cougar Creek		3.0		A3	R					
Cougar Creek to Vernon Road		1.5		A3	R					
Vernon Road to Winkler Creek		0.9		A3	R					
Winkler Creek to Clark County Line		1.3		A3	R					
	Total	10.4	0.0							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: North Fork of the Lewis River Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: North Fork of the Lewis River Trail

Project Length: 31.5 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Paddlers, Equestrians

Project Description: The North Fork Trail will trace Clark County's northern rim going upstream along the Lewis River's north fork, paralleling a path between the river's edge where possible and the Pacific Highway. In Woodland, along Hayes Road, it becomes Cedar Creek Road, the turning off onto Etna Road which extends east up to Ariel Dam crossing under the power lines and towards NE Buncombe Hollow Road. It follows along Lake Merwin's south shore and over Green Mountain along the south shores steep slopes and cliffs in Camper's Hideaway. From Camper's Hideaway, the trail extends to cross State Route 503 near the Lake Merwin Bridge and Canyon Creek at NE Belvins Road, arriving at Yale Dam on the south side. The trail will eventually follow Yale Reservoir's south shore extending northeast, crossing the scenic Siouxon Creek with horizon-filling views of Mt. St. Helens.

Environmental Constraints: This trail will face several environmental constraints as it intends to follow the river as closely as possible. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

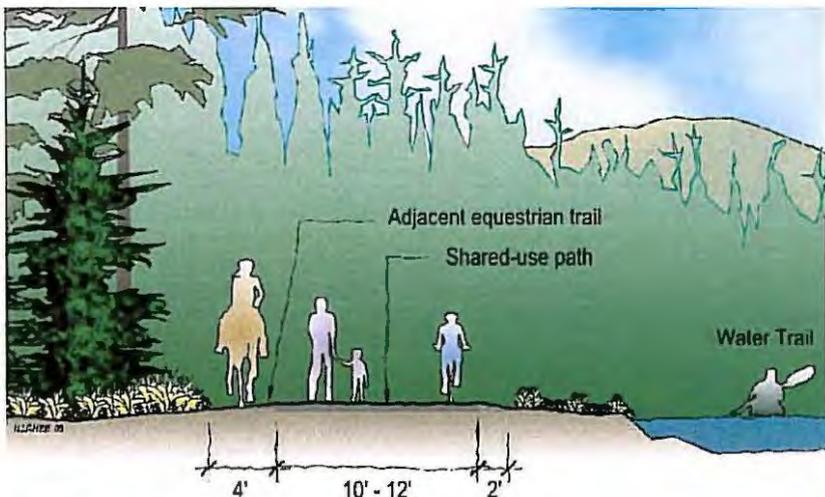
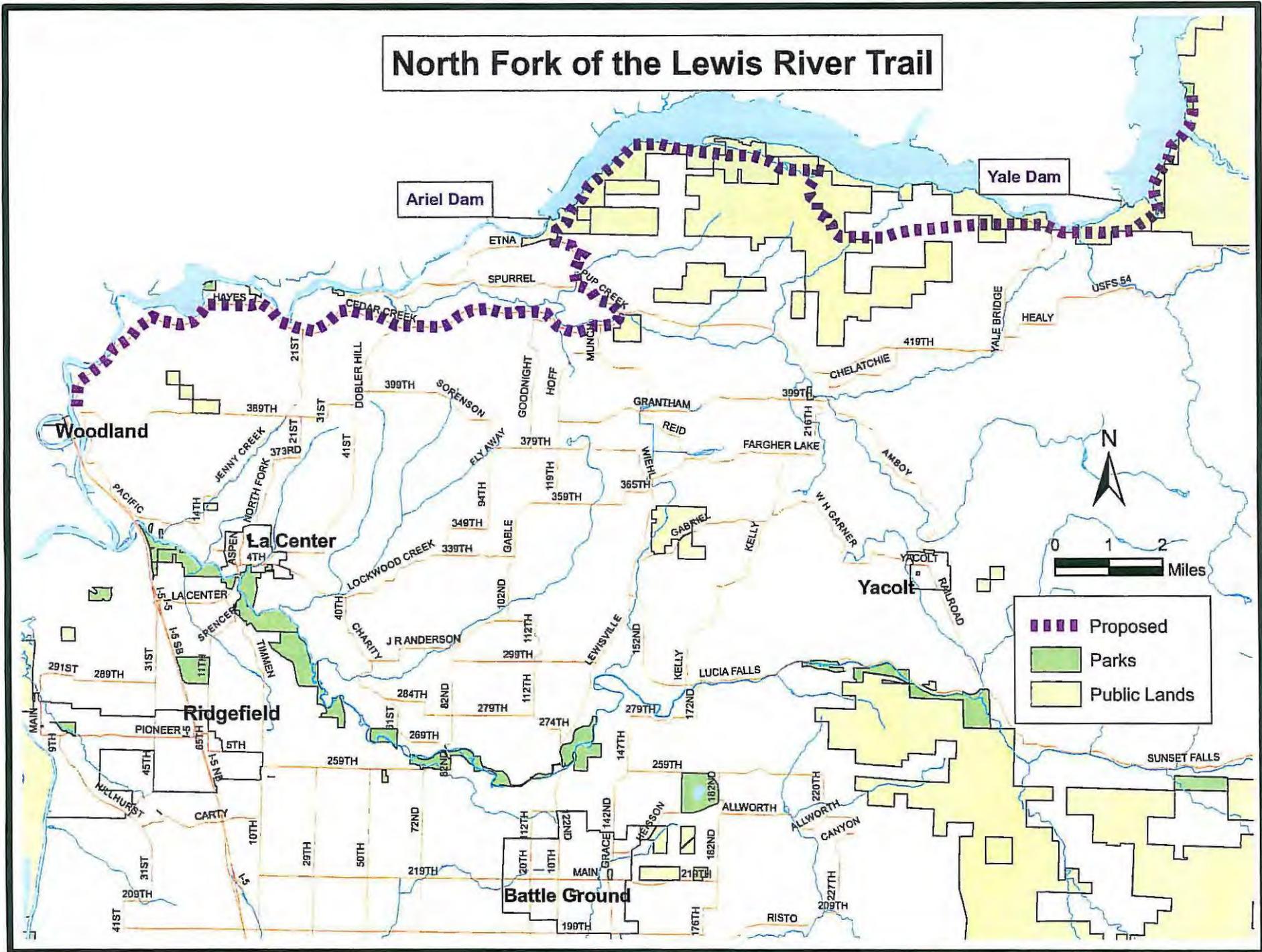


Figure 11

North Fork of the Lewis River Trail



North Fork of the Lewis River Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Woodland to Eagle Island		3.2		A2	R					
Eagle Island to Hayes Cemetary		0.9		A2	R					
Hayes Cemetary to Cedar Creek Road		1.5		A2	R					
Cedar Creek Road to Happa Boat Ramp		0.9		A2	R					
Happa Boat Ramp to the Grist Mill		2.5		A2	R					
Grist Mill to Arie Dam		6.1		A3	R					
Ariel Dam to Green Mountain		2.6		A3	R					
Green Mountain to Camper's Hideaway		5.8		A3	R					
Camper's Hideaway to Merwin Bridge @SR 503		2.3		A3	R					
Canyon Creek to Yale Dam		2.0		A3	R					
Yale Dam to Siouxon Creek Park		3.7		A3	R					
	Total	31.5	0.0							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Whipple Creek Greenway Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Whipple Creek Greenway Trail

Project Length: 4.8 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Paddlers*, Equestrians

*Paddle opportunities may be possible at the mouth of Whipple Creek, but have not been explored.

Project Description: The Whipple Creek Trail will extend the entire length of Whipple Creek from its mouth at Lake River near the Ridgefield National Wildlife Refuge and Kriegler Road. Following the creek where possible up to NE 41st Street Ave. in the SARA area. From SARA, the trail will extend into and through Whipple Creek Park near the Clark County Fairgrounds and up to I-5.

Environmental Constraints: Due to the desire for the trail to interact with the natural amenities of the watersheds and their creeks and lakes, shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives at sensitive areas may be necessary.

Cross-Section Detail

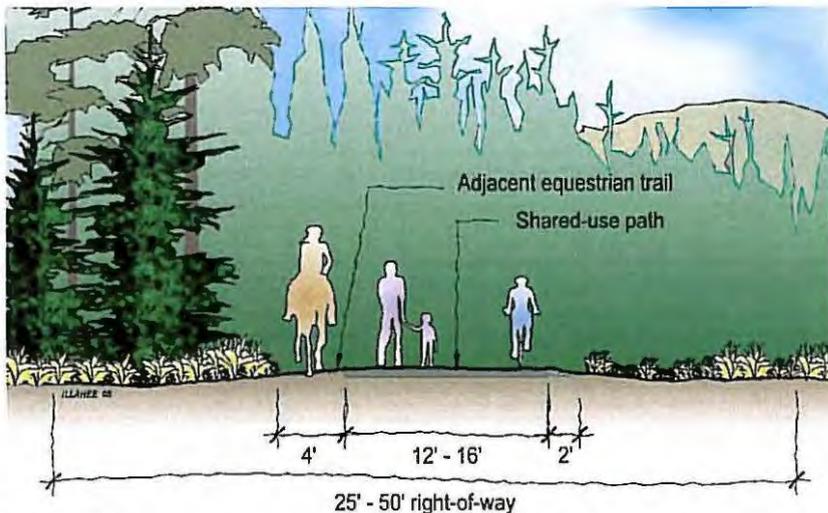
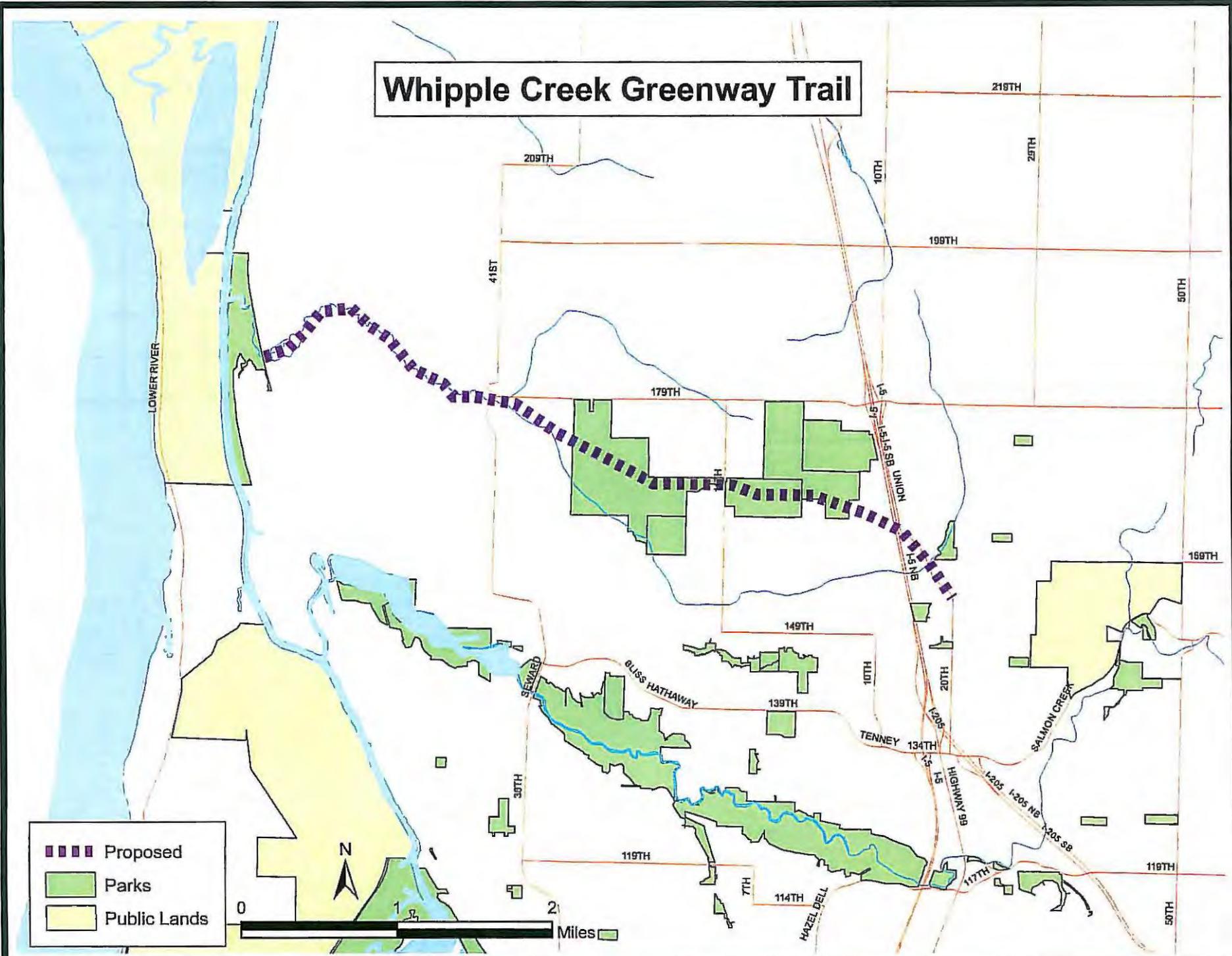


Figure 12



Whipple Creek Greenway Trail



Whipple Creek Greenway Trail

Description	Name of Reach	Length	Bult	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Wildlife Refuge/Lake River to NE 51st Avenue		1.3		A3	R		PUUA			
NE 51st Ave to SARA at NE 41st Avenue		0.6		A3	R		PUUA			
Sara to Whipple Creek Park		1.2		A3	R		PUUA			
Whipple Creek Park to Clark County Fairgrounds		1.1		A3	R		PUUA			
Fairgrounds to I-5		0.6		A3	R		PUUA			
	Total	4.8	0.0							

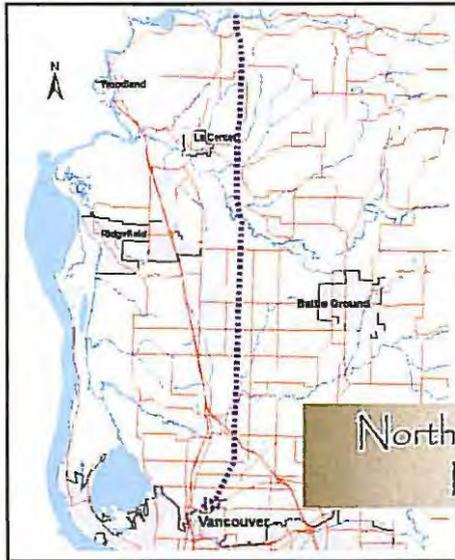


2006 Trail & Bikeway Systems Plan

Regional Trail Name: North / South Powerline Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



North / South Powerline
Regional Trail

Project Summary

Project Number:

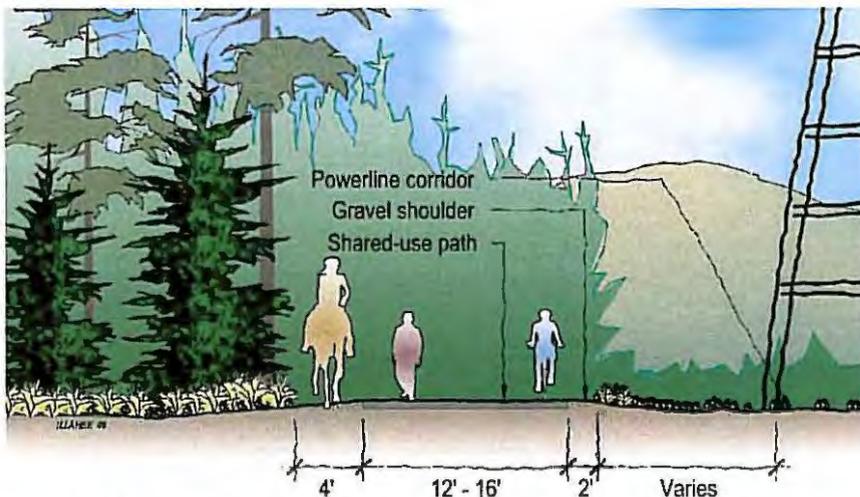
Regional Trail Name: North / South Powerline Trail

Project Length: 20.6 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Equestrians

Project Description: The North/South Powerline Trail extends due north bisecting Clark County from the BPA Ross Complex north to the North Fork of the Lewis River along the 3900 block. Starting at the Ross Complex, the trail extends to a crossing with the Chelatchie Prairie Railroad trail and turns north, crossing I-205, the Salmon Creek Trail, and the creek itself before extending on to the WSU campus and its elaborate campus trail network. From the campus, the trail crosses Mill Creek and up to NE 199th Street and on to the historic Pioneer area of NW Clark County. From the Pioneer area, the trail extends north to a crossing of the East Fork of the Lewis and the East Fork trail, just south and east of LaCenter in the LaCenter Bottoms area. The trail then goes up the hill into the Pine Grove area that straddles the two Lewis River watersheds before descending down to Cedar Creek Road overlooking the North Fork and eventually ending at the Happa Boat launch.

Cross-Section Detail

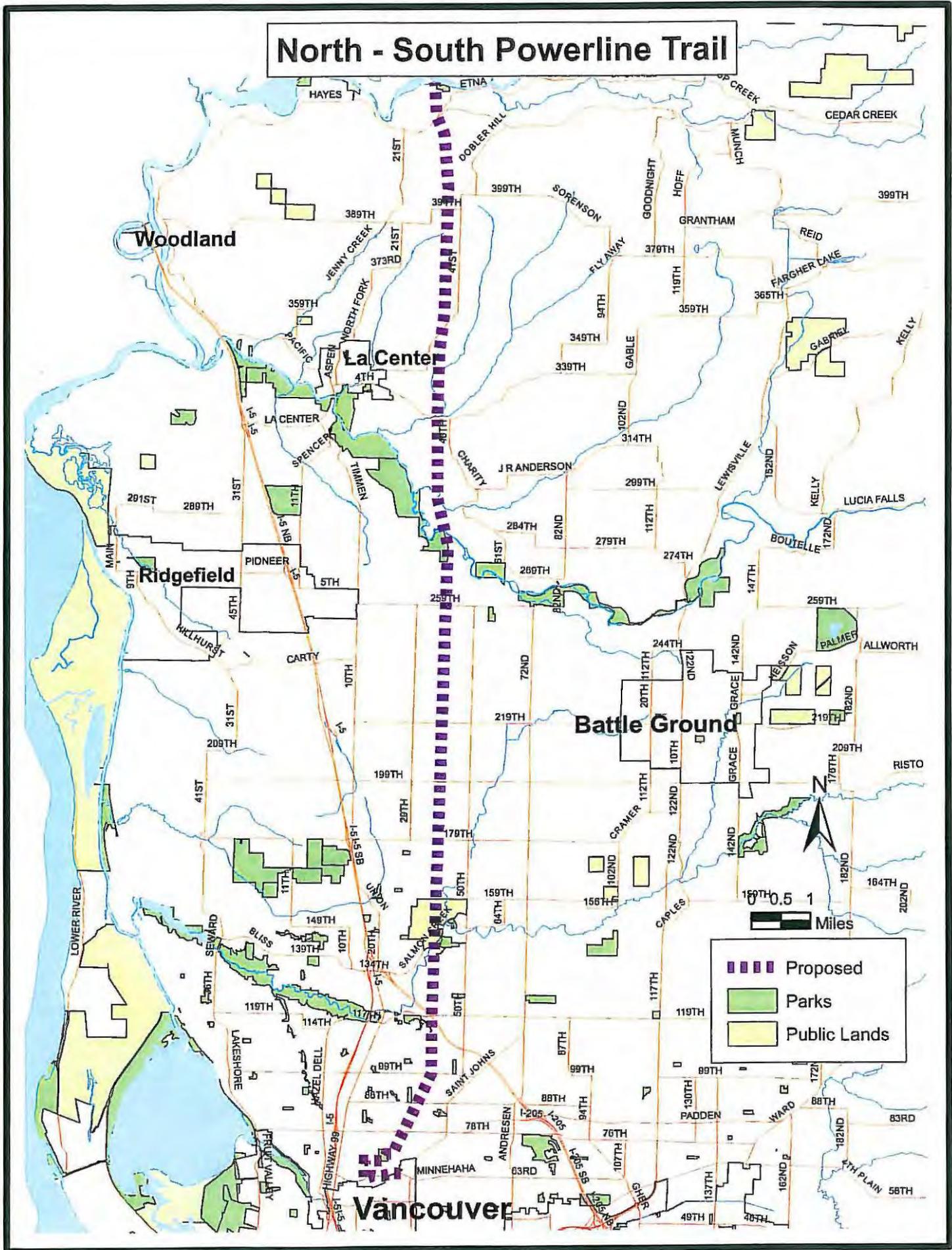


Environmental Constraints: This trail follows the north / south powerline so environmental constraints should be minimized except where the trail crosses creeks. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.



Figure 13

North - South Powerline Trail



North / South Powerline Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Ross Complex to Chelatchie Prairie Railroad		1.0		A3	UUA					
Chelatchie Prairie Railroad to Salmon Creek		5.2		A3	UUA					
Salmon Creek to WSU		0.5		A3	UUA					
WSU to NE 199th Street		2.0		A3	R					
NE 199th Street to Pioneer @ NE 259th Street		3.0		A3	R					
Pioneer to the East Fork of the Lewis River		1.3		A3	R					
East Fork of the Lewis River to LaCenter @ NE 339th Street		2.8		A3	R					
LaCenter to Pine Grove at NE 389th Street		2.4		A3	R					
Pine Grove to Cedar Creek Road		1.9		A3	R					
Cedar Creek Road to the North Fork of the Lewis at the Happa Boat Launch		0.5		A3	R					
	Total	20.6	0.0							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: East Powerline Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map



Project Summary

Project Number:

Regional Trail Name: East Powerline Trail

Project Length: 16.5 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Equestrians*
*Equestrian use is not permitted within the City of Vancouver

Project Description: The East County Powerline Trail follows the BPA Powerline from where the "Lake to Lake" trail and Burnt Bridge Creek enter Meadowbrook Marsh at NE 86th Avenue, then extends under the power lines due east over I-205 alongside NE 18th Street past Evergreen High School. The trail then extends to the Harmony Sports Complex, crossing the Lake to Lake Trail again at Lacamas Creek through Fern Prairie. After Fern Prairie, the trail follows the slope over the Washougal River on to Bear Prairie in the Skye area of Clark County as it crosses Hughes Road ending at the Skamania County Line.

Environmental Constraints: This trail follows the east powerline so environmental constraints should be minimized except where the trail crosses creeks. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

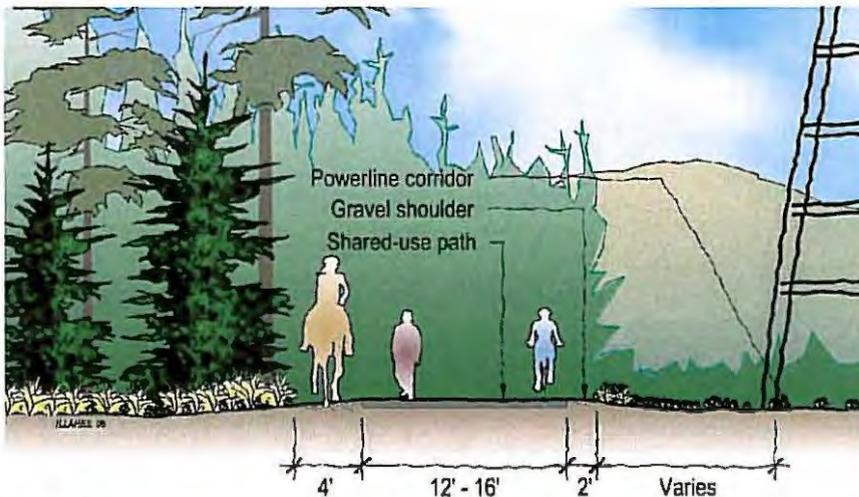


Figure 14



East Powerline Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Meadowbrook Marsh to I-205		1.1		A2	COV					
I-205 to Evergreen transit Center @ NE 138th Avenue		1.4		A2	COV					
Evergreen Transit Center to SE 162nd Avenue		1.2		A2	COV					
SE 162nd Avenue to Harmony Sports Complex		1.3		A2	UUA					
Harmony Sports Complex to Lacamas Creek (Lake to Lake Trail)		1.4		C2	R					
Lacamas Creek to Fern Prairie (SR500 /NE 26th Avenue)		2.5		C2	R					
Fern Prairie to the Little Washougal River		1.1		C2	R					
Little Washougal River to Brown Road		0.8		C2	R					
Brown Road to NE Ammeter Road		1.3		C2	R					
NE Ammeter Road to Cougar Creek		2.3		C2	R					
Cougar Creek to Hughes Road		0.9		C2	R					
Hughes Road to Winkler Creek		0.6		C2	R					
Winkler Creek to County Line		0.6		C2	R					
	Total	16.5	0.0							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Livingston Mountain / Dole Valley Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map

Livingston Mountain / Dole Valley Regional Trail



Cross-Section Detail

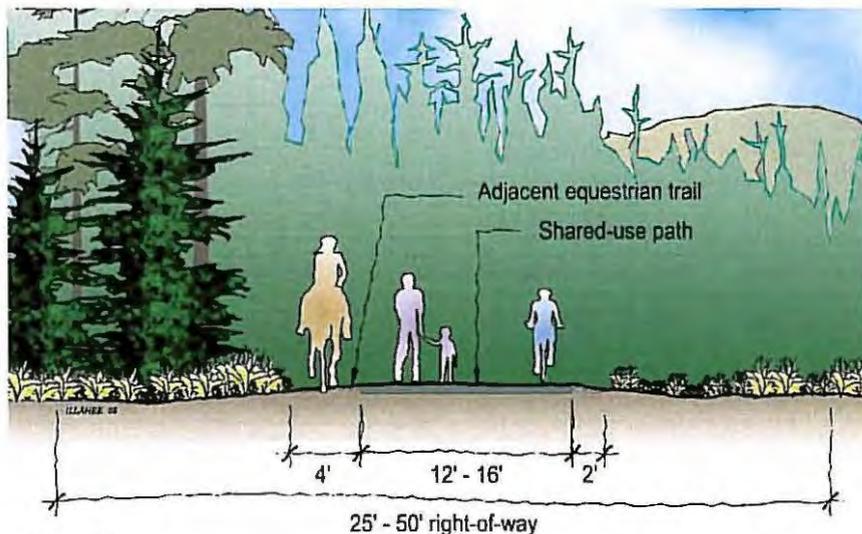


Figure 15

Project Summary

Project Number:

Regional Trail Name: Livingston Mountain / Dole Valley Trail

Project Length: 21.0 miles (0 miles built)

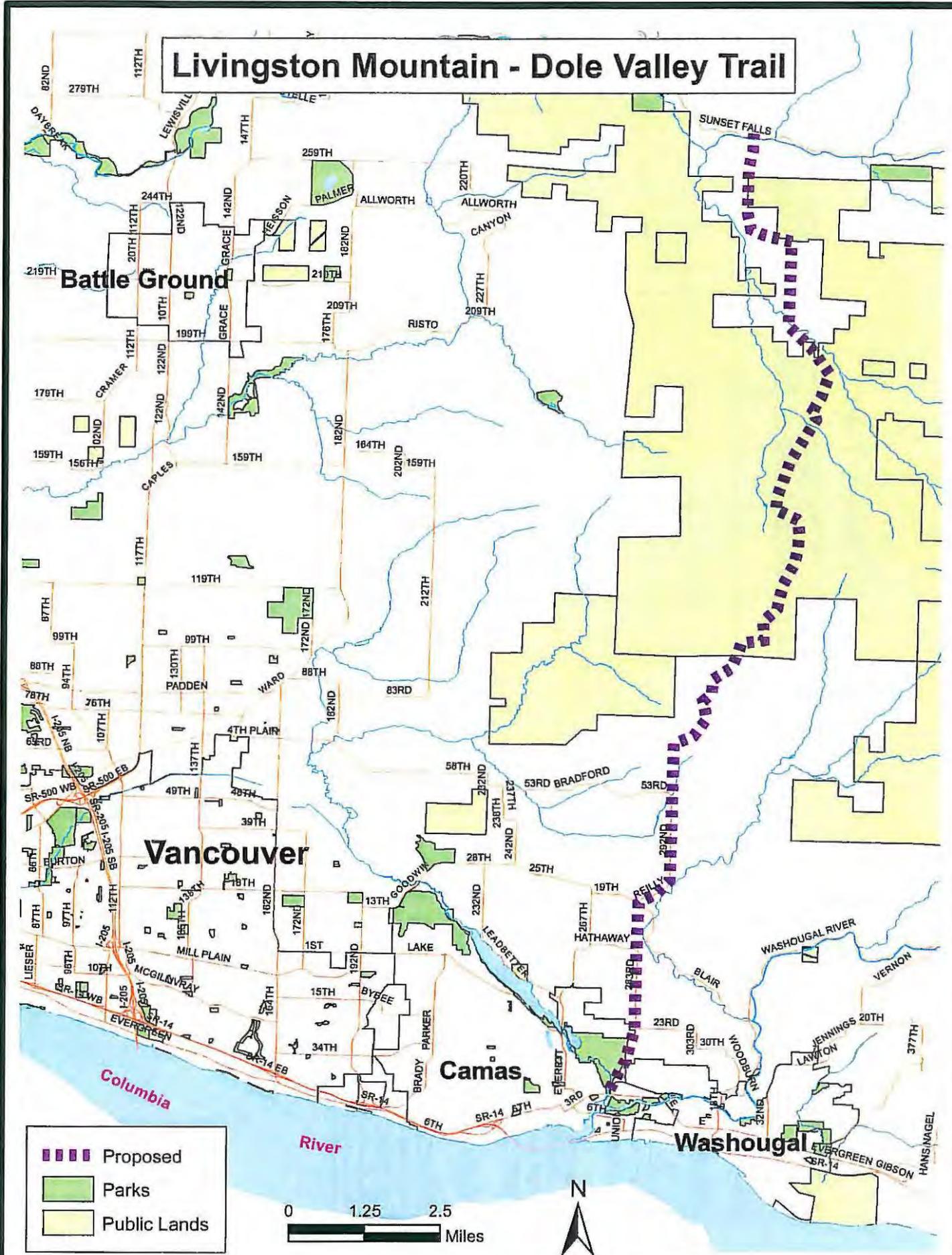
User Groups: Pedestrians, Bicycles, Equestrians

Project Description: The Livingston Mountain / Dole Valley Trail navigates from the Ireland area north and east of Fern Prairie through Clark County's Yacolt Burn State Forest into Dole Valley nestled between dells and Larch Mountains to the Sunset Falls area south of Yacolt into the East Fork of the Lewis River Watershed, crossing some of Clark County's steepest terrain over Livingston Mountain. The trail crosses the East Fork of the Lewis, Rock Creek, (and Rock Creek Campground), Cold Creek, and the headwaters of Lacamas Creek's East Fork.

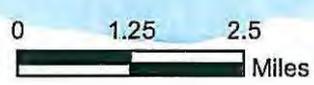
Environmental Constraints: This trail will face several environmental constraints as this trail intends to intersect several creek crossing. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.



Livingston Mountain - Dole Valley Trail



	Proposed
	Parks
	Public Lands



Livingston Mountain/Dole Valley Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lacamas Lake Park to Hathaway Rd.		3.0		A3	R					
Hathaway Rd to Reilly Rd.		1.0		A3	R					
Reilly Rd. to Livingston Mountain Rd.		2.8		A3	R					
Ireland (NE 292nd Ave and NE 53rd St) to Livingston Mtn.		1.8		A3	R					
Livingston Mtn to Spud Mtn		1.2		A3	R					
Spud Mountain to the Bells Mountain triangle (L-1400, L-1000 & L-1500 intersection)		2.0		A3	R					
Bells Mountain triangle to Cold Creek		3.3		A3	R					
Cold Creek to Rock Creek Campground		1.0		A3	R					
Rock Creek Campground to DNR Road L-1100 intersection		2.6		A3	R					
DNR Road L-1100 to Sunset Road (East for of the Lewis River Trail)		2.3		A3	R					
	Total	21.0	0.0							



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Camp Bonneville Trail

VANCOUVER-CLARK
PARKS & Recreation

Vicinity Map

Camp Bonneville Regional Trail



Project Summary

Project Number:

Regional Trail Name: Camp Bonneville Trail

Project Length: 12.1 miles (0 miles built)

User Groups: Pedestrians, Bicycles, Equestrians

Project Description: The Camp Bonneville Trail starts at the 600-acre Lacamas Lake Park system at the east end of the "Lake to Lake" trail. From Lacamas Lake, this trail will traverse through Fern Prairie towards the Little Washougal River and along NE 242nd Avenue where State Route 500 turns west to Proebstel up and into Camp Bonneville, the former military reservation. After winding its way through the Camp Bonneville site, the trail will skirt the west side of the DNR lands, terminating at the east end of the Salmon Creek Trail.

Environmental Constraints: Most of the environmental constraints on this trail should be minimized except any of the multiple creek and river crossings. Shorelines, habitat and wetland permitting will necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

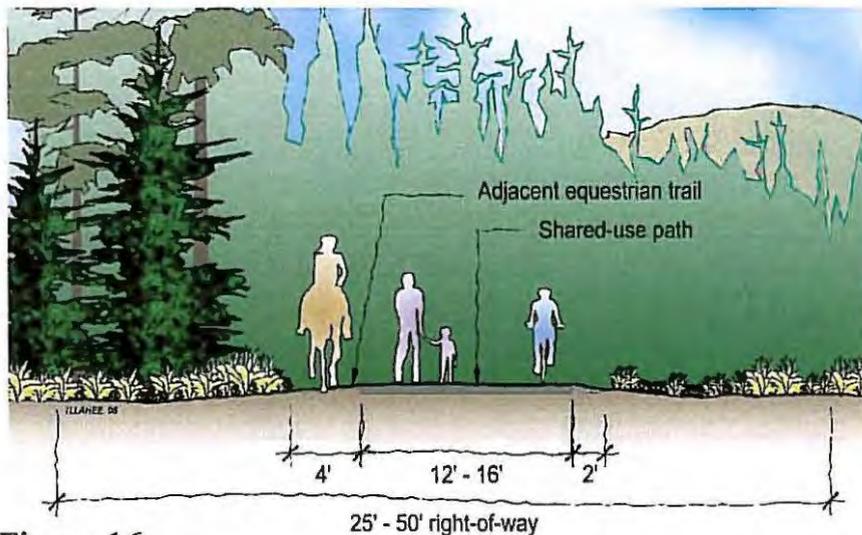
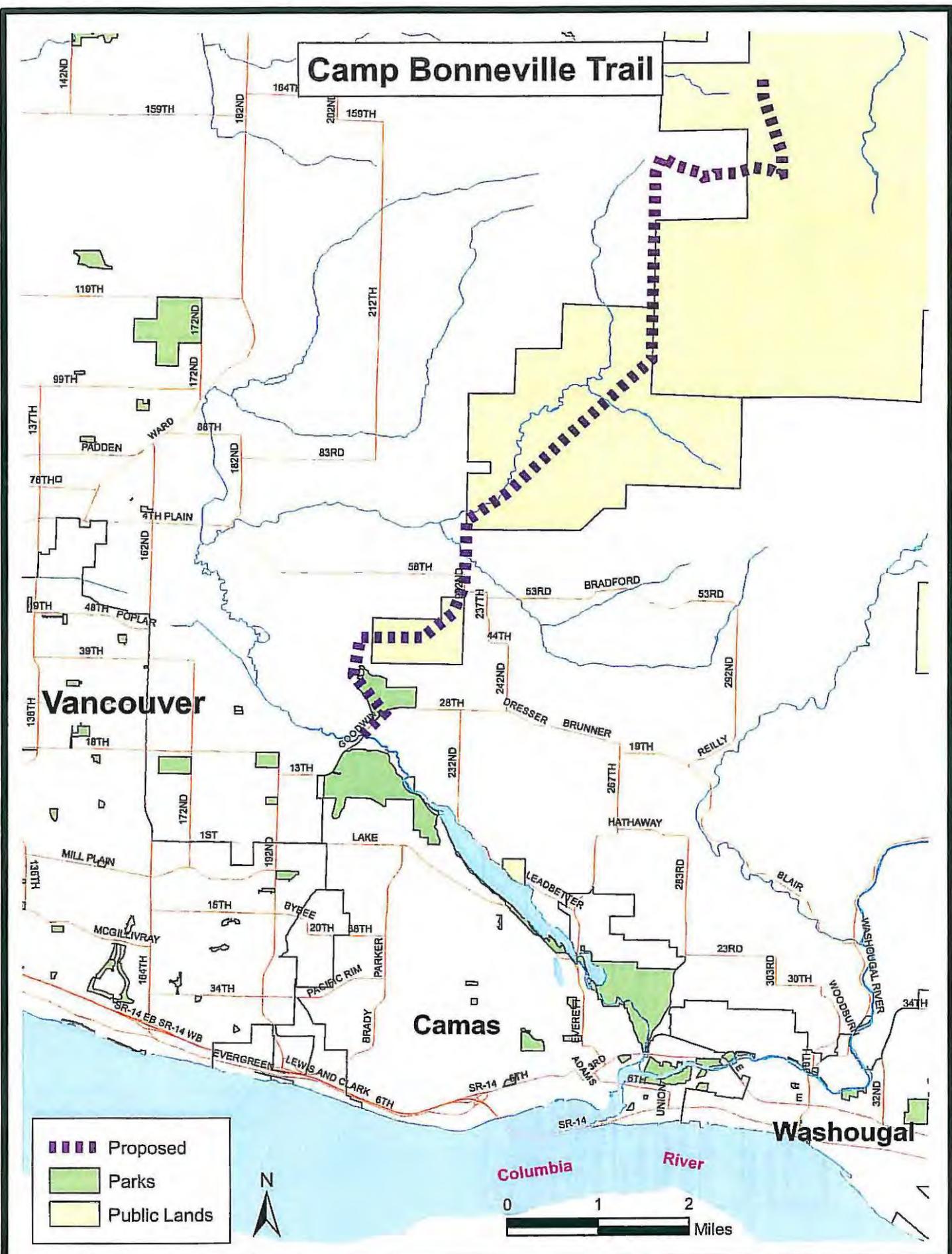


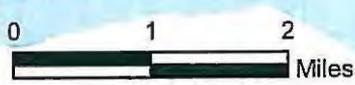
Figure 16



Camp Bonneville Trail



	Proposed
	Parks
	Public Lands



Camp Bonneville Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Heritage Trail to Green Mountain Golf Course		0.75		A2	R		PUUA			
Green Mountain Golf Course to 54th St.		2.4		A2	R		PUUA			
54th St. to Lacamas Creek (Camp Bonneville)		0.9		A2	R		PUUA			
Lacamas Creek to Western edge of DNR Lands		3		A3	R		PUUA			
Western Edge of DNR Lands to Road L-1400/NE 271st Ave		2.3		A3	R		PUUA			
Road L-1400/NE 271st Ave to Elkhorn Mountain Road		1.5		A3	R		PUUA			
Elkhorn Moutain Road to Salmon Creek Trail		1.2		A3	R		PUUA			
	Total	12.1	0.0							



2006 Trail & Bikeway Systems Plan

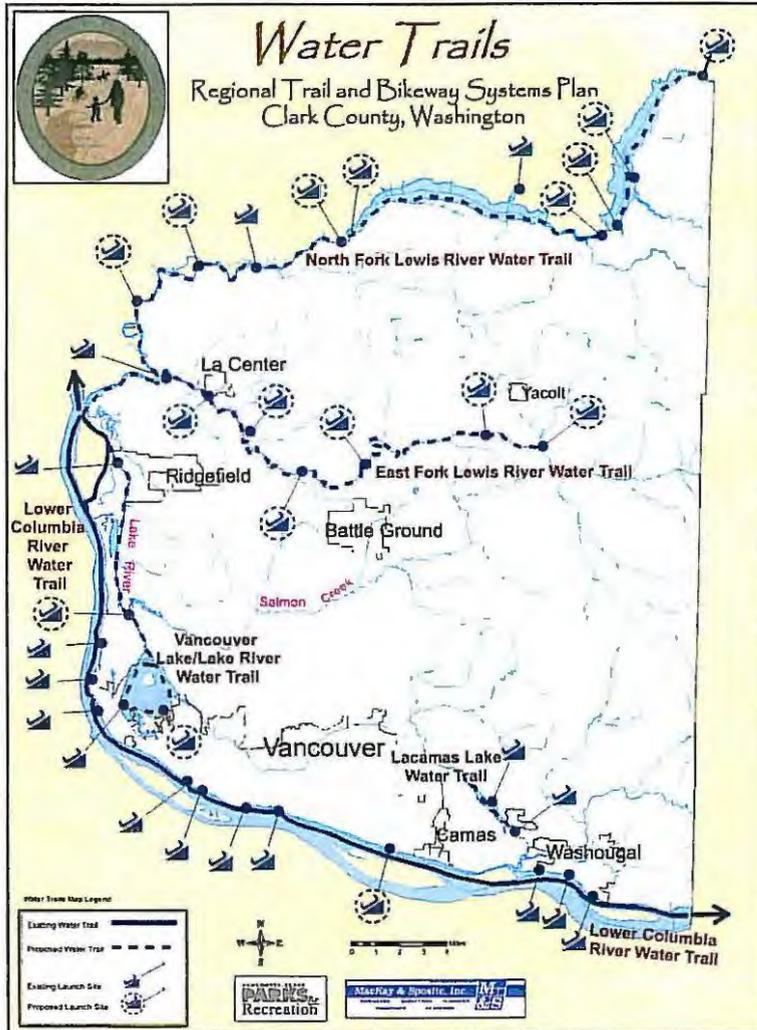
Regional Trail Name: Lower Columbia River Water Trail



Vicinity Map

Project Summary

Lower Columbia River Water Trail



Project Number:

Regional Trail Name: Lower Columbia River Water Trail

Project Length: 146 river miles (Clark County segment - 40 river miles)

User Groups: Human wind-powered, beachable water craft. Non-motorized boaters such as sea kayakers, canoeists, and rowers.

Project Description: The Lower Columbia River Water Trail stretches 146 river miles from Bonneville Dam to the Pacific Ocean. The trail links existing launch and landing sites, camp sites, lodging, restaurants and groceries, and sites of interest in Oregon and Washington. Within Clark County, the trail extends from upstream of Washougal to downstream of Ridgefield, and includes sites ranging from Reed Island State Park, Captain William Clark Park at Cottonwood Beach, Vancouver Marine Park, the Ft. Vancouver Beach, Frenchman's Bar Park, and the non-motorized boat launch in Ridgefield. The trail can be used for day, multi-day, or multi-week trips. Rather than a specific line on a map, the river is the trail and users have an extensive range of trip options, including following Lewis and Clark's journey down the lower Columbia River. The Lower Columbia River Water Trail is coordinated by the Lower Columbia River Estuary Partnership and guided by the Partnership's Lower Columbia River Water Trail Committee. An interactive trail web site is available at www.columbiawatertrail.org.

Environmental Constraints: The lower Columbia River is home to many sensitive, threatened and endangered species and habitats. Trail users are strongly encouraged to practice "leave no trace" principles. In addition, the trail directs people to appropriate camp site locations and away from sensitive habitats and private property. Each year, a number of stewardship activities take place along the trail. New sites should only be located in suitable locations and should be designed to minimize environmental impacts.



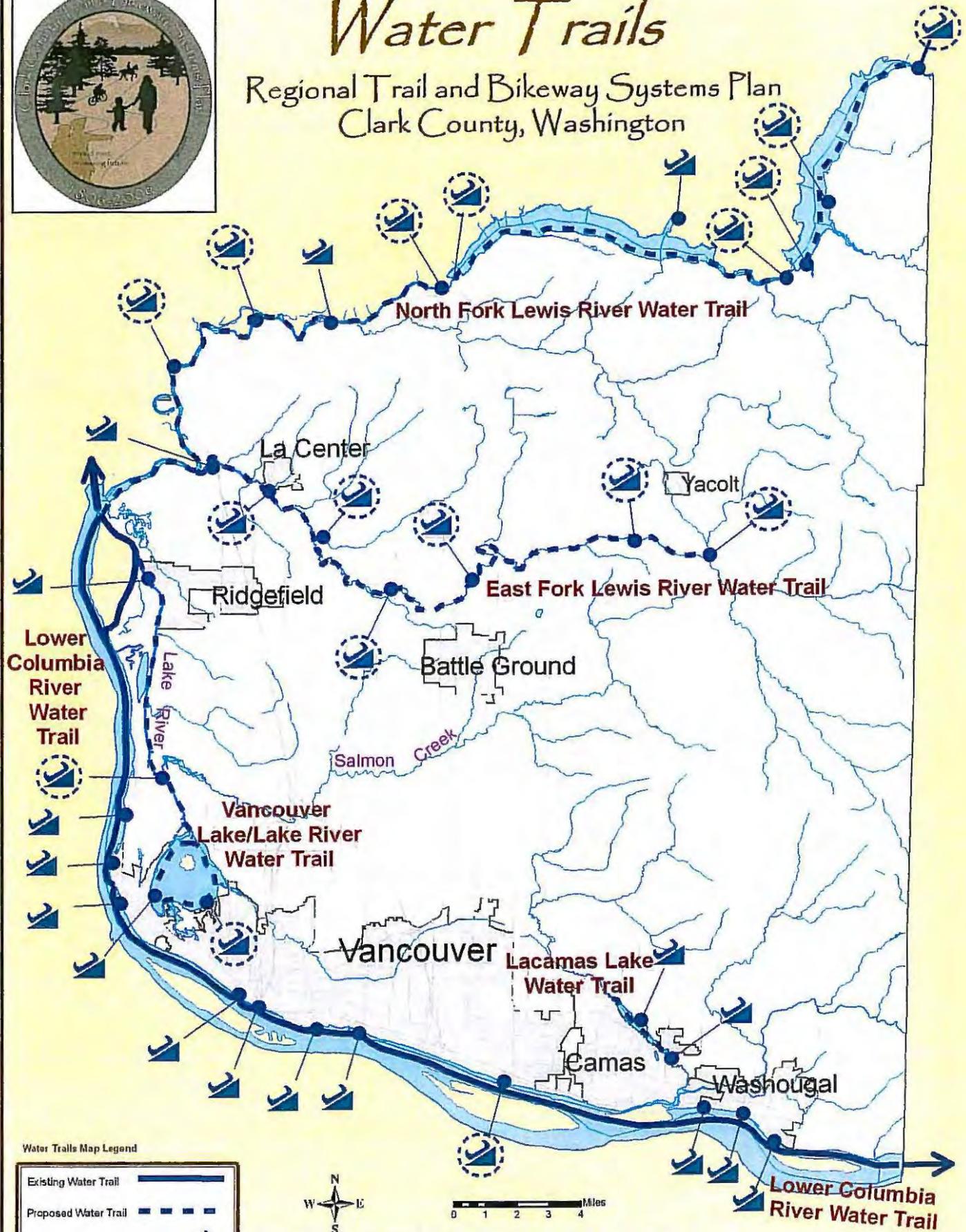
Figure 17

* Special acknowledgement in authoring this sheet to Chris Hathaway, Lower Columbia River Estuary Partnership, Lower Columbia River Water Trail



Water Trails

Regional Trail and Bikeway Systems Plan
Clark County, Washington



Water Trails Map Legend

Existing Water Trail	
Proposed Water Trail	
Existing Launch Site	
Proposed Launch Site	

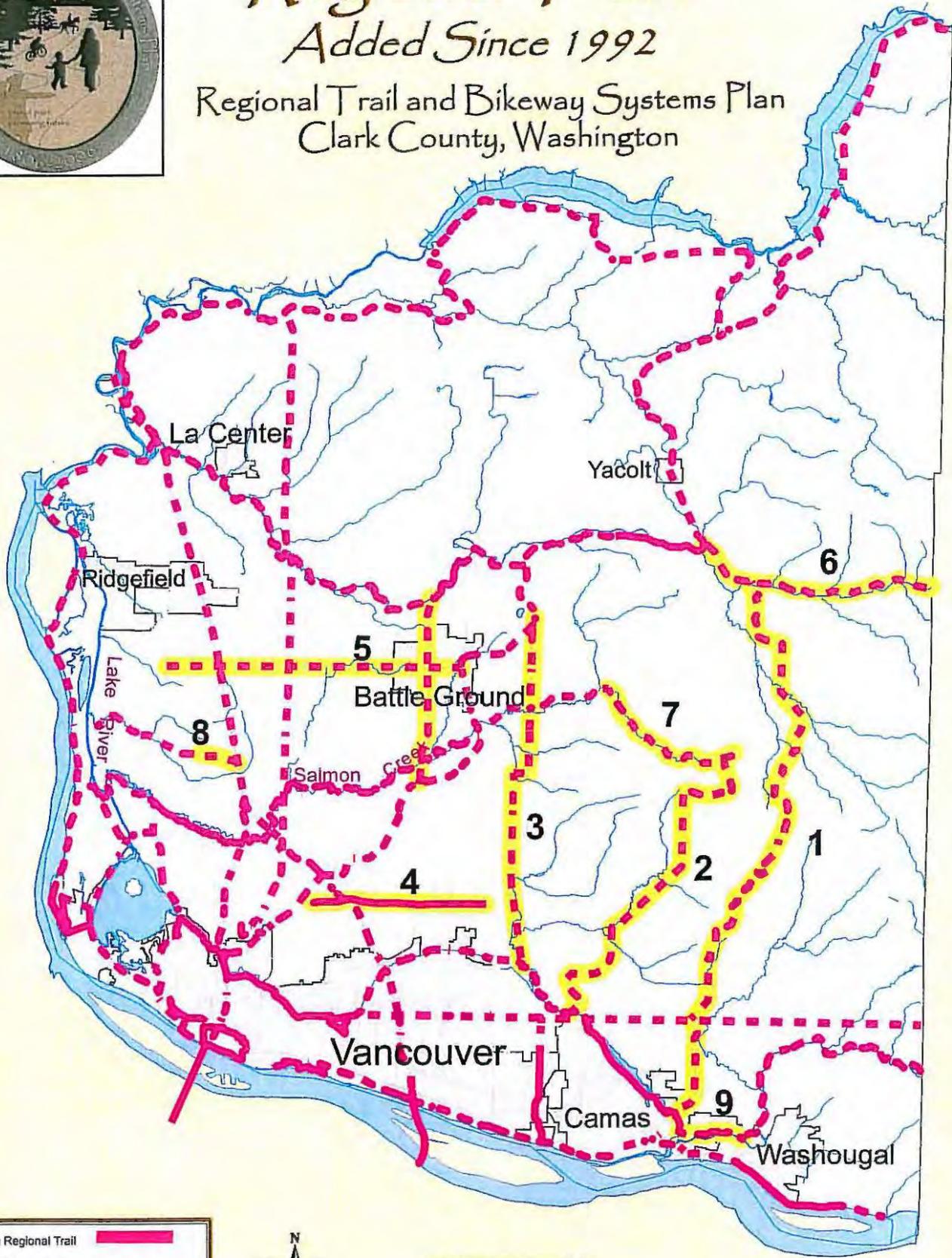




Regional Trails

Added Since 1992

Regional Trail and Bikeway Systems Plan
Clark County, Washington



Legend

Existing Regional Trail	
Proposed 1992 Regional Trails	
New Proposed Trails (Not on 1992 Plan)	



0 1 2 3 4 Miles



Regional Trail & Bikeway
Systems Plan
2006

SECTION III
IMPLEMENTATION



SECTION III. IMPLEMENTATION

Implementation of the plan requires a strategy that will transform this plan from a long paper trail to actual paved trails. This strategy must also reinforce the claims that these facilities are positive economic investments for the communities they serve.

A) Recommendations

R1. PUBLIC OUTREACH (Citizen Involvement)

A Clark County Trail Advisory Committee should be formalized with a representative from of each of the user and interest groups associated with trails such as: The Bicycle Advisory Committee, The Executive Horse Council, Discovery Walk, etc.

The Trails Advisory Committee should be under the shared management of the Transportation Department and Parks & Recreation Department. Representatives from the Trails Committee would meet regularly with the Transportation and

Parks & Recreation Department and send a couple of representatives to greater Clark County meetings to serve as advocates for this trails system.

R2. PUBLIC EDUCATION (Marketing the System)

Educate the public as to where the current “connected” systems are and where the proposed extensions will be. Our open houses highlighted how “unknown” many of the existing trails are to our current residents who want to use trails and they just don’t know what they already have available to them. Effective and consistent trail naming and signage will help the public understand where each trail goes and where it connects. Some of these ideas may include:

- A) Education about trail benefits
- B) Maps and brochures that indicate trail routes which lead to public parks and shopping access.
- C) Published maps that are printable trail by trail via Parks Department website for various users.
- D) Signs that let users know they are on an identified route.
- E) Market the trails in Clark County through signage viewable to the public

R3. PROJECT PRIORITIZATION

Clark County would convene:

- A) To develop a scoring system for the weighted criteria
- B) Bi-annually with a community-based group to validate the criteria and its weighting.
- C) Bi-annually prioritize the list of projects.
- D) Bi-annually to define projects by referencing the Clark County Comprehensive Plan, City Park and Recreation Plans, Capital Facilities Plan, TIP, and any other necessary plan.

R4. FUNDING FOR TRAIL CONSTRUCTION & MAINTENANCE

The following brief list represents potential funding sources for trail construction and maintenance such as:

- A. Formalize some trails as part of the Arterial Atlas, Road Standards and Development codes.
- B. “Adopt a trail” programs for volunteers to construct and/or maintain trails.
- C. Autonomous tax measure.
- D. Pursue private grant funding.
- E. Pursue partnerships with other agencies and private entities.

R5. TRAIL SIGNAGE

Appropriate, consistent and evident signage identifying regional trails is necessary to promote future trail development. The following recommendations for implementation are suggested:

- A) Develop a trail bollard / signpost standard that can be used for demarcation of trailheads and interim mileage marks or points of interest. This could be the current square concrete bollards that have been installed on previous projects or a new style could be based on the old City of Vancouver City Limits posts that were tapered concrete. Either style could be fitted with a standard brass survey monument that could be stamped with the trail name, mileage, or other pertinent information, as well as an emblem or icon that is representative of the specific area or stream basin that the trail is located within.
- B) Way-finding monuments directing users across difficult crossings and missing links
- C) “You are Here” trailhead signage
- D) Signs that let users know they are on an identified route
- E) Develop appropriate trail markers to serve the identified purpose
- F) Develop a graphic or icon representing Lewis & Clark that could be included on all trail signage throughout the county

and tie into the theme for the Lewis & Clark Centennial celebration, the confluence project, and the Discovery Greenway project.

G. Consider opportunities to recognize partners.

H. Develop kiosks that host a large map of the trails systems in key locations. The kiosk may also contain small maps users can take with them.

R6. DEVELOP A PUBLIC INVOLVEMENT PROGRAM

A public involvement plan should be designed for each project. Based on the complexity of the project, the plan should identify the appropriate level of public involvement for the project, stakeholders, project decisions and timeline, a public involvement budget and public involvement tools to be implemented. Each plan will be unique and may need to use different and creative approaches tailored to a specific project.

As individual projects within the 2006 Trail and Bikeway Systems Plan are implemented, stakeholders in each project should be involved in planning.

R7. TRACK PLAN PERFORMANCE/SUCCESS

It is important to track and evaluate the success of the trail network system in meeting the plan goals regularly. This may be accomplished by:

A) Look for opportunities to partner with Community Choices 2010 in reporting on community health

B) Tracking user groups and trail usage within the county.

C) Tracking proportionality of trails against the increased population in the county and amongst user groups.

D) Supporting cities in developing their own plans and modifying the county plan to each city's plan as it is developed/adapted.

R8. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Clark County will revise the criteria for the 2007-2012 TIP giving points toward current transportation projects for connectivity to trails listed in the adopted Trail & Bikeway Plan.

R9. ARTERIAL ATLAS ANNUAL UPDATE

The 2006 Trail and Bikeway systems plan projects should be included within the annual arterial atlas update and be included in the new development packet.

R10. PARKS COMPREHENSIVE PLAN UPDATE

The Vancouver-Clark Parks and Recreation Department will update the Parks Comprehensive Plan in late 2006. The Trail and Bikeway Systems plan should be included within this plan update.

A) Tracking miles of trail per year that are planned, designed, permitted, built and maintained by trail type.

- B) Track volunteer hours and number of volunteers used
- C) Perform user counts and surveys

R11. PARKS IMPROVEMENT PROGRAM

The Clark County Six-Year Transportation Improvement Program (TIP) uses objective criteria to evaluate and prioritize road improvements from the list of recommended projects. This program assigns available revenue to the highest-ranked projects to achieve the goals of the Capital Facilities, Comprehensive Plan, the community and the Board of County Commissioners. The TIP is reviewed and adopted annually. The Parks and Recreation Department should establish a similar improvement program utilizing the criteria established within this planning document to rank projects. This Parks Improvement Program (PIP) can be incorporated into the TIP document annually.

B) PROJECT IDENTIFICATION

Steps of identifying an actual project will vary, but may typically include the following:

- A) Completion of a feasibility study, which typically includes preliminary design, environmental analysis, alternatives analysis, and related agency coordination. The final product should yield a preferred design alternative, environmental clearance, and an accurate cost estimate that includes acquisition, design, construction, and operation and maintenance costs.

- B) Scoring of the project through the Project Prioritization Criteria (Section IV of this plan)
- C) Approval of the preferred project by Clark County, the C.T.A.C. and other local governing boards, including acceptance of any environmental documentation. Necessary permits should be obtained. Project funding may come from local, state and federal grants as well as local and private sources. The county will typically assume maintenance responsibility for the completed project.
- D) Funding applied for and obtained for the project. Typically, all environmental work must be completed, local approval obtained, and the right-of-way in public control.
- E) Completion of final Plans, Specifications and Estimates (P,S&E). Once completed, bids for construction services can be obtained.
- F) Construction of the project.

C) Estimated Costs

This section identifies costs for the proposed path improvements, plus strategies on funding and financing.

The county's Pedestrian & Bicycle Advisory Committee (recommended to be established as part of the Transportation System Plan) should help monitor the projects identified in this Plan and subsequent updates, and keep a year-to-year list of projects and funding opportunities.

Cost Breakdown

The cost per mile can be broken down based on the following assumptions. The market value for a trail right-of-way acquisition is assumed to be not-prime developable at \$200,000 per acre. The approximate width for a trail right-of-way is 25 feet. The cost per mile would then equate to approximately \$600,000.00. The soft costs would include engineering, planning, environmental, soils, architectural, landscaping, and appropriate permitting fees.

Funding	Cost
Right-of-way acquisition	\$600,000
Construction costs	\$200,000
Bridges, trailheads, parking lots, restrooms, signage, intersections	\$50,000
Environmental Mitigation	\$100,000
Soft costs	\$150,000
Total Cost	\$1,100,000 per mile

Many of the potential funding sources are highly competitive, so it is impossible to determine exactly which projects will be funded by which sources. It is important to note that while many of the projects can be funded with federal, state, and regional transportation, safety, and/or air quality grants, others are recreational in nature and must be funded by local or private sources. Timing of projects is also difficult to pinpoint exactly, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

Potential sources of project funding are identified later in this section.

Maintenance

Trail systems should be affordable to develop and constructed from durable materials that provide long term value. Thoughtful planning and design will provide efficient layouts that take advantage of existing facilities, natural land features, and interface with significant regional transportation projects. A multi-jurisdictional awareness will integrate the efforts of Clark County’s smaller communities into the larger trails plan.

Sustainable trail planning seeks to *balance* the needs of human users with the natural functions and health of the site. Sustainability needs to be engaged early in the planning process and implemented during subsequent engineering efforts.

One of the most overlooked aspects in sustainable design is creating projects with significant long-term value and low maintenance. The planning, design, and construction of a facility affect its operation and maintenance. Efficient and economical designs, use of durable materials from natural, renewable, or recyclable sources, and the early consideration of maintenance in the planning process can reduce potential financial burdens and environmental costs.

The total annual maintenance cost of the trail system of 240 miles is estimated to be \$2,400,000 when the system is fully implemented.

Most maintenance costs are associated with the shared-use paths, and are based on an estimated cost of \$10,000 per mile, covering labor, supplies, and amortized equipment costs for:

- A) Weekly trash removal
- B) Monthly sweeping
- C) And biannual resurfacing and repair patrols, the costs for which include:
 - Cleaning, resurfacing and re-striping the asphalt path
 - Repairs to crossings
 - Cleaning drainage systems
 - Trash removal
 - Landscaping
 - Underbrush and weed abatement (performed in mid- and late summer)
 - Removal of noxious weeds

Bicycle lanes account for a small proportion of overall maintenance costs. A figure of \$2,000 per mile of bike lane annually is used based on experience in other cities. This includes costs like sweeping, replacing signs and markings, and street repair.

Maintenance access on the trails will be achieved using standard pick-up trucks on the pathway itself. Sections with narrow widths or other clearance restrictions should be clearly marked.

Security

Well designed green residential spaces such as trails work to foster safer and stronger communities by providing gathering spaces where neighbors form social ties. The presence of families and trail users on Clark County's trails further promotes safety by providing surveillance that deters criminals. And in addition, the trail network provides police officers excellent access to potential problem areas.

Adjacent residents are often concerned about security on shared-use paths such as those proposed in this plan. Fortunately, the security experience with trails nationwide and locally has been extremely positive. A survey conducted within Clark County in December 2000 suggests that 26% of those participating believed the overall safety and security of the trails was "good" to "excellent," while one in five believed the trails to be "fair" to "poor." One in five was unable to evaluate the overall safety and security. These statistics suggest that there is a positive safety security plan in place, but there are some necessary improvements that must be undertaken.

The following security strategy should be employed to prevent problems from happening:

- A) Applying “Crime Prevention through Environmental Design” and “Trespass Prevention through Environmental Design” concepts, which recognize that proper design and effective use of space to reduce conflicts and improve overall safety.
- B) Continuing support and development of the Clark County-Clark Parks & Recreation “Trailwatch” program that provides volunteers to meet the information and safety needs of trails users. Specifically, Trailwatch volunteers report safety and security concerns to the appropriate officials.
- C) Employing strong, secure and damage-resistant construction materials, landscaping and a parks maintenance plant.
- D) Providing secured access areas (parking lots, storage areas), and barrier systems where needed (gates, fences, access control).
- E) Providing coordinated and responsive patrol service.
- F) Designating and enforcing rules and regulations (park rules and hours, exclusion provisions, and emergency closure provision).

- G) Employing crime prevention and problem solving strategies, such as park user education, informational signage, a problem reporting system, incident management and follow-up, and broad-based problem solving groups.
- H) Holding programmed uses and events, such as regularly scheduled activities, permitted events, and vendors.
- I) Facilitating positive presence, including staff, vendors, volunteers, public buildings and other public facilities.

Enforcement of applicable laws on trails will be performed by the local police department, using both bicycles and vehicles. Enforcement of vehicle statutes relating to bicycle operation will be enforced on the on-street connector bikeways as part of the department’s normal operations. It is not projected that additional worker hours or equipment will be needed for on-street segments.

D) Support Programs & Events

Once the trail system is in place, it is crucial to develop and manage support programs to ensure safe and increasing levels of trail usage. It is also critical for the development of the trail system be coordinated with on-street transportation facilities,

including bikeways, walkways, and street improvements. Finally, existing initiatives and organizations present an opportunity to learn from and expand on established programs and their resources.

Programs that can support the installation and use of bikeway and walkways in Clark County are outlined below under the following areas:

- A) Advocacy Organizations
- B) Events
- C) Community Involvement
- D) Trail Maintenance
- E) Bicycle End-of-Trip Facilities
- F) Signing
- G) Education
- H) Enforcement

Advocacy Organizations

Sponsoring Parties: *Non-governmental Organizations, Clark County*

Non-profit organizations and extra-governmental initiatives present an especially valuable opportunity to share resources

with people who are already working on related issues. An advisory committee should be established to ensure the continued presence of community members in city and county trails' planning efforts.

Community Choices 2010

Community Choices 2010 is a non-profit organization dedicated to improving the health of Clark County residents by focusing on early prevention strategies. In 2003, Community Choices 2010 convened stakeholders to develop strategies to increase physical activity and improve food choices in order to address the alarming increase in overweight and obesity and the associated health risks such as diabetes and heart disease. In addition, Community Choices 2010 was chosen to participate in a five-year, \$5.9 million STEPS grant from Health and Human Services to reduce the burden of chronic disease including:

- A) Reducing and preventing overweight and obesity
- B) Preventing diabetes among populations with pre-diabetes
- C) Increasing the likelihood that person with undiagnosed diabetes are diagnosed
- D) Reducing complications of diabetes
- E) Reducing the complications of asthma

In partnership with Clark County Clark Parks & Recreation Department, the local health department, schools, business,

healthcare, the faith community, parks and more. Community Choices 2010 is working to define strategies to significantly improve the health of Clark County citizens. The provision of paths and trails is essential to achieving goals of preventing and reducing overweight and obesity problems through increased physical activity.

Lewis & Clark Discovery Greenway Project

The Lewis & Clark Discovery Greenway Project is a regional effort of multiple agencies and organizations to complete riverside trails that will provide access to the historical landing sites of the Lewis & Clark Expedition. The Greenway Project includes such bodies as Vancouver-Clark Parks & Recreation, the Clark County Transportation Department and Metro Parks & Greenspaces. Trail connections are projected to be completed in time for the 2005-2006 bicentennial of the expedition, and the resulting increased tourism.

Although the Greenway Project's focus is to make trail connections rather than to focus on individual sites, its scope does include trail amenities and site-specific improvements.

Parks & Recreation Foundation of Clark County

The Foundation is a non-profit organization established in 1999 to accept and administer such donations, gifts, and bequests for the enrichment and enhancement of the community's parks, recreation and cultural services.

The Foundation provides a stable source of funding for the Clark County Parks Department, particularly during tight city and county budget periods. It will fund acquisition and

enhancement of trails, as well as open space, interpretive centers and other park amenities. As a citizen-based organization, it also creates a valuable relationship between the park/trail system and the public.

Events

Sponsoring Parties: *Community groups, Clark County and their departments, Health Organizations, City of Vancouver, Vancouver-Clark Parks & Recreation, Law enforcement*

Special events simultaneously attract large numbers of users and advertise the trail network. They present an opportunity to encourage citizens to both use the trail system and value it as a real community asset and source of civic pride. Bicycle and pedestrian interest groups are well-positioned to capitalize on the growing interest in on-road and off-road bicycle races and criteriums (races on closed courses over public roads closed to normal traffic).

The City of Vancouver Mayor's Bike Rides and rides sponsored by the Vancouver Bicycle Club and Portland Wheelmen Touring Club are all very popular, as are walks sponsored by American Volkspotters Association, the International Walking Association and Passport to Wellness. The potential for walks and rides to draw enormous crowds in Clark County exists in addition to the annual 100-mile "Ride Around Clark County" (R.A.C.C.) bicycling event, which draws about 1,000 riders annually; the Portland Bridge Pedal and Bridge Walk, for example, have over 15,000 participants

annually. Other annual walks include: Diabetes Walk, Walk for Animals (Humane Society) and the Clark College Fun Walk.

Discovery Walk Festival

The annual Discovery Walk Festival, sponsored each April by the City of Vancouver and the International Walk Fest, is an example of a successful Clark County event that attracts both trail users and tourists. Centered around Esther Short Park, the Festival annually attracts over 1,000 participants from the region and beyond. In addition to promoting use of Clark County's trails, the Festival also presents an opportunity to both showcase and build public support for a high quality trail network.



Passport to Wellness

Southwest Washington Medical Center, together with other corporate supporters, has sponsored the "Passport to Wellness" program since 2001 to promote local walking events. The program encourages participants to walk in such events as the March of Dimes *WalkAmerica* and The Columbian's *Morning River Walk* by entering walkers in drawings for prizes.



Most walking events take place in spring and summer, and the Westfield Shopping Town Clark County Mall-Walking program runs regularly year-round.

Event Ideas

Additional events could attract even more people to Clark County and its trail system. Ideas include:

- A) Columbia Bridge Pedal. As the Columbia Waterfront Trail is completed and connected to Portland's developing Marine Drive system, a route drawing riders and walkers over both the I-5 and I-205 bridges would be popular.
- B) Vancouver Lake/Frenchman's Bar Ride
- C) Lewis and Clark Discovery Ride, following the Lewis and Clark Trail into the Vancouver-Portland area

Events are usually sponsored by local businesses and involve some promotion, insurance, and development of adequate circuits for all levels of riders. Cities, Parks Department and Clark County can help assist in developing these events by acting as a co-sponsor, and expediting and possibly underwriting some expenses (for example, police time). Clark County should also encourage these events to have races, walks, and tours that appeal to the less experienced cyclist and walker.

E) Community Involvement Programs

Sponsoring Parties: *Clark County, City of Vancouver, Parks Community Participants*

Community involvement programs can effectively invest citizens in their community resource by involving them in its planning, care, and maintenance. Clark County is fortunate to already have successful examples of this.

Public Participation in Planning

The City of Vancouver and Clark-Parks & Recreation departments have many years of experience involving the community in planning processes. In addition to soliciting public comments on master and strategic plans, the departments have also administered citizen visioning sessions for more specific undertakings such as the recent “Blazing New Trails 2005” open space symposium. These opportunities for citizen input in specific planning process are valuable and should be encouraged.

Trail Maintenance Program

Sponsoring Parties: *Clark County, City of Vancouver, Parks, Cities and Potential Volunteers*

Keeping shared use path facilities in good condition is critical to the success of the trail system. Key trail maintenance activities include sweeping debris, repairing and resurfacing pavement, replacing signs and markings, emptying trash cans, trimming vegetation, ensuring good drainage, re-grading

shoulders, and other activities. Poor trail maintenance can contribute to accidents and deter potential cyclists and pedestrians unwilling to risk flat tires and conflicts.

The County recommends development, over time, of a comprehensive, integrated approach to bikeway and walkway maintenance. This effort would include the following items related to trail maintenance:

- A) A “quick response” mechanism for routine items like sweeping, filling potholes, trimming vegetation, signing/stripping, and drainage repair
- B) Enhancement of routine maintenance activities. Examples include:
 - Encouraging private property owners with gravel driveways along a path to pave the driveway 5-10 feet (1.5-3 m) back from the edge of pavement, or to right-of-way, to prevent gravel from spilling onto the path;
 - Working to trim vegetation from shared-use paths; replacing or repairing shared-use paths broken by tree roots;
 - Inspecting and maintaining bikeway signs, lines, and legends regularly; and
 - Modifying or replacing drainage as needed.

- Community adoption program to allow local businesses and organizations to ‘adopt’ a shared-use path. This would be similar to the program allowing adoption of segments of the Interstate Highway system. Small signs located along the pathway would identify supporters, acknowledging their contribution. Support would be in the form of an annual commitment to pay for the routine maintenance of the pathway, which, in general, costs about \$8,500 per mile. The Parks & Recreation Department, the Parks Foundation or other advocacy groups may administer this program.

Bicycle End-of-Trip Facilities Installation Program

Sponsoring Parties: *Local Businesses, Clark County*

End-of-trip facilities (bicycle parking, showers, and lockers) for bicycle riders are as important to bicycling as motor vehicle parking is to auto drivers. The end-of-trip facilities program is proposed as part of the Transportation System Plan. From the perspective of the trail system, the program should focus on the installation of bike racks at parks, public buildings and trailheads. This would be publicly and privately funded and managed.

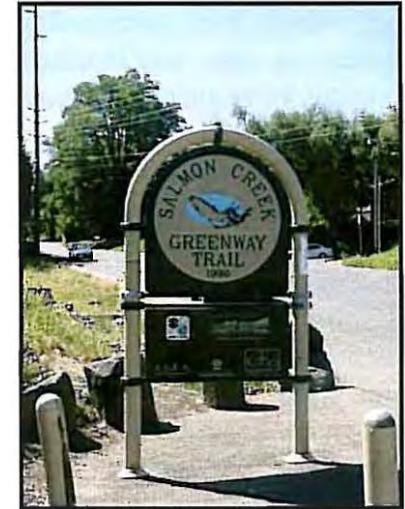
Signing Program

Sponsoring Parties: *Clark County, Cities, Towns*

Signs help bicyclists and pedestrians find and travel appropriate routes. They also provide a safety measure for bicyclists, pedestrians and motorists. Signage can be

implemented as part of new bikeway creation, and added to existing on and off-street bikeways. This program consists of trail signs, safety signs (including etiquette signs on shared-use paths) and informational kiosks. Again, it will be part of a comprehensive bicycling and walking improvement effort for Clark County.

1. Trail identification signs should be posted along the primary north-south and east-west corridors. This type of sign helps direct travel by having a consistent symbology. Currently, Clark County uses the standard AASHTO “bike route” sign. However, this sign has been used inconsistently around the county, and does not assist cyclists in identifying appropriate bikeway routes. Signs may include a destination place to direct cyclists and pedestrians to transit stations, bridges, schools, parks, and other key locations. The county should work with the appropriate Pedestrian and Bicycle Advisory Committees to develop a signage system with a common identifying theme (such as Ft. Vancouver).



2. Safety signs, such as trail etiquette, can help improve user behavior on shared-use paths and in specific roadway situations.

3. Informational kiosks help lay out a specific route with supplemental information. An example is the Discovery Trail Historic Walking Loop. An informational kiosk with a map of the route should be placed in two to three locations along the loop, such as Esther Short Park.
4. The implementation phasing of a signing program would:
 - Develop a protocol for trail signing, including sign design, locations, destination plates, and potential items such as mileage.
 - Improve or replace signs on existing trails.
 - Develop and install safety signs on shared-use paths and other locations as needed.
 - Develop and install informational kiosks as part of Discovery Trail implementation.

F) Education

Sponsoring Parties: *Clark County, Schools, Parents, Teachers, Community Groups*

An important program is the “Safe Walk To School” program which is a Washington State regulation requiring school districts to have suggested walk routes for every elementary school. The plan must cover a one-mile radius from the school wherein it considers existing traffic patterns, crosswalks, traffic lights, or school safety patrol posts. It is suggested that the

routes provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings.

The lack of education for bicyclists, especially among younger students, continues to be a leading cause of accidents. For example, Clark County’s accident history includes a number of wrong-way and sidewalk riding crashes. Motorist education on the rights of bicyclists and pedestrians is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of ‘sharing the road’ with bicyclists, or why a bicyclist may need to ride in a travel lane if there is not a shoulder or is full of gravel or potholes.

Bicycle education programs in a few schools are typically taught once a year to sixth, seventh and eighth graders. Curriculum is derived from established programs developed by groups such as the League of American Bicyclists, Community Cycling Center and Oregon’s Bicycle Transportation Alliance. In Clark County, bicycle education is taught at selected schools annually, but the program is far from comprehensive. Formal adult bicycle education is virtually non-existent in Clark County.

Pedestrian education programs are rare, but important as well. School children need to understand how to safely cross the road (e.g. scanning for cars), where the best places to cross are, never to cross behind a bus or car, seatbelt safety, etc. . . .

Pedestrian education should be taught as early as first grade and continue through third grade.

Expand Current Education Programs

Existing educational programs at Clark County schools should be made more commonly available in a cooperative effort between the city and the school district, and supported by a secure, regular funding source. A Safety Committee should be formed consisting of appointed parents, teachers, administrators, police, active bicyclists, and public works staff whose task it is to identify problems and solutions, ensure implementation, and submit recommendations to the school board or city council.

Develop New Educational Program Materials and Curriculum

Education materials should be expanded to promote the benefits of bicycling and walking, the need for education and safety improvements, the most recent educational tools available in the country (including the use of low-cost safety videos), and directives to parents on the proper school drop-off procedure for their children. Educational pamphlets for children should be developed. Educational programs, and especially on-bike and on-street pedestrian training, should be expanded to more schools. Education curriculum should, at a minimum, cover the following lessons:

- A) On-bike training or bicycle 'rodeos'
- B) Use and importance of bicycle helmets

- C) How to adjust and maintain a bicycle
- D) Night riding (clothes, lights)
- E) Rules of the road
- F) Riding on sidewalks
- G) How to negotiate intersections
- H) Riding and walking defensively
- I) Use of hand signals

A standard safety handbook format should be developed incorporating the best elements of those currently in use and made available to each school on disk so they may be customized as needed. Clark County schools should develop a circulation map of the campus and immediate environs to include in the handbooks, clearly showing the preferred circulation and parking patterns and explaining in text the reason behind the recommendations. This circulation map should also be a permanent feature in all school newsletters. Bicycle helmet subsidy-programs are available already in Clark County, and should be used to provide low-cost approved helmets for all schoolchildren bicyclists.

Develop an Adult Education Program

An adult bicycle education program should be established through organizations such as the Community Cycling Center, in cooperation with the Parks and Recreation Department

and/or other city departments. This program should (a) teach adults how to ride defensively, (b) teach adults how to ride on a variety of city streets, and (c) encourage adults to feel more confident to ride to work or for utilitarian and recreational trips. The program should coordinate with local bicycling groups who could provide the training expertise, and possibly lead organized bicycle-training sessions, tours and rides. Likewise, educational walks could teach appropriate pedestrian behavior on city streets.

The city should also partner with local, state, and national health organizations to promote walking and bicycling. Examples of possible partnering organizations include: the Robert Wood Johnson Foundation, The Center for Disease Control, and other organizations that focus on public health issues. Through these partnerships, Clark County residents could be educated about the health benefits of incorporating walking and bicycling into their daily lives.

Educate Motorists

Educate motorists about the rights and characteristics of bicyclists and pedestrians through a variety of means including:

- A) Making pedestrian and bicycle safety a part of traffic school curriculum in Clark County.
- B) Producing a brochure on pedestrian and bicycle safety and laws for public distribution.
- C) Enforcing existing traffic laws for motorists, bicyclists and pedestrians.

- D) Working to improve the DMV manual's treatment of bicyclists and pedestrians.
- E) Sending an official letter to the Department of Motor Vehicles recommending the inclusion of bicycle and pedestrian laws in the driver's license exam.

G) Enforcement

Sponsoring Parties: *Police/Sheriff's Department, Clark County*

Bicyclists, pedestrians, and motorists all must behave consistently and according to established laws in order for all to enjoy a safe system. The County should work with the Sherriff's office and city police departments to develop a consistent enforcement program for pedestrian and bicycle-related laws. Such programs have been very effective, in combination with increased bikeway and walkway facilities, at increasing public awareness of bicycle and pedestrian safety issues. Suggested components of a program for Clark County include:

- A) Police training: work with the police department to ensure officers are trained in Washington State laws and local ordinances related to safe motoring, walking, and bicycling. Invite a police department liaison to participate in the BPAC. Hold regular meetings with traffic enforcement officers to discuss issues and solutions.

- B) Develop and distribute informational brochures to bicyclists, pedestrians and motorists.
- C) Design periodic traffic enforcement “sting” operations targeting violations like failing to yield to pedestrians in crosswalks, speeding in school zones, driving in bicycle lanes, and bicyclists and motorists running red lights. Publicize to ensure maximum benefit.
- D) Consider increased enforcement and fees for traffic violations that endanger pedestrians and bicyclists.
- E) Develop and continue a Police-on-Bikes program where appropriate to establish police presence at a community level.

H) Volunteerism

Clark County Parks & Recreation’s “Trail Watch” program recruits, trains and supports volunteers to help meet the information and safety needs of other trail users and park staff



Vancouver-Clark Parks and Recreation Services.

Trail Watchers” provide trail users with information on rules and points of interest, report safety and security concerns to appropriate officials and also assist with light trail maintenance. Volunteers are assigned to the following trails:

- o Discovery Trail
- o Burnt Bridge Creek Trail
- o Ellen Davis Trail
- o Waterfront Renaissance Trail
- o Discovery Historic Loop



Regional Trail & Bikeway Systems Plan

2006

VOLUME II

Oregon & Washington Territory

Proud Past, Promising Future

Regional Trail & Bikeway
Systems Plan
2006

SECTION IV
APPROACH



Proud Past, Promising Future

SECTION IV. APPROACH

How did this plan come about? This answer to this question is very important to relay to the citizens of Clark County that this plan is for the citizens by the citizens. A systematic, cooperative, and collaborative approach was taken represented in two major approaches, the plan approach and the public involvement approach.

A) PLAN APPROACH

The 2006 Clark County Trail & Bikeway Systems Plan was undertaken as an update to the 1992 Clark County Trail & Bikeway Systems Plan. As such, the planning process followed a series of research and public process activities, and a workshop with the Park Commission, Planning Commission and City Council in late 2005 and early 2006. These activities included:

- Assessment of current bicycling and walking conditions and facilities in Clark County.
- Evaluation of bicycle and pedestrian needs, such as safety problems, demographic and geographic population and employment demands and facility deficiencies.
- Development of comprehensive and connected systems of bikeways and walkways.

- Development of bicycling and walking support programs.
- Public outreach

In addition, park and transportation planners reviewed other relevant documents produced in and around the county, to understand established goals. The primary plans that were reviewed are summarized below and include various brochures and materials related to parks, open spaces, the Columbia River Renaissance, Lewis and Clark 2005-2006 Bicentennial activities, and trail projects:

- A. 2005-2010 Clark County Transportation Improvement Program
- B. 2004 City of Vancouver Paths & Trails Element
- C. 2003 Vancouver Transportation System Plan
- D. 2002 “Rediscovery of the Rivers – Lewis & Clark Discovery Greenway”
- E. 2002 Urban Parks, Recreation and Open Space Plan
- F. 2001 Clark County Parks, Recreation, and Open Space Plan, Draft Report
- G. 2000 Vision Symposium
- H. 2000 Clark County Transportation System Plan – Vision for the Future
- I. 2000 Clark County Transportation Vision Research Report

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- J. 2000 Clark County Transportation Improvement Program
- K. 2000 Clark County Recreation Program & Cost Recovery Plan
- L. 2000 Clark County Regional Parks, Recreation and Open Space Plan
- M. 2000 Ridgefield National Wildlife Refuge Report
- N. 2000 Recommended Bicycle Facility Design Implementation Practices
- O. 1999 Clark County-Clark Facilities & Services Strategic Plan
- P. 1999 Metropolitan Transportation Plan for Clark County
- Q. 1999 Downtown Transportation System Plan
- R. 1999 C-TRAN Pedestrian Accessibility Program Report
- S. 1998 Clark County Comprehensive Sports Fields Master Plan
- T. 1995 Clark County Parks, Recreation, and Open Space Plan
- U. 1994 Clark County Parks, Recreation, and Open Space Plan
- V. 1994 Clark County Growth Management Plan
- W. 1992 Columbia River Renaissance Project
- X. 1992 Clark County Open Space Commission Report
- Y. 1992 Clark County Trail and Bikeway System Plan
- Z. 1991 Columbia River/Evergreen Highway Trail Study
- AA. 1990 Washington State Growth Management Act (GMA)



B) PUBLIC INVOLVEMENT APPROACH

The community's investment in this legacy project is crucial to the success of a buildable systems plan. The overall purpose of the project is to develop a Trail and Bikeway Systems Plan through a comprehensive public outreach process that also serves as a platform to develop viable funding options, while at the same time honoring and celebrating the Lewis and Clark legacy.

To successfully achieve this objective, the program focused on accomplishing several goals.

- A. Reaching a broad spectrum of people to ensure that all critical issues are considered and addressed in the outcome
- B. Engaging key stakeholders at a level that elicits their active ownership of the outcomes of the project
- C. Building a more informed base of public participants who can actively contribute to the public conversation
- D. Generating trust in the process and the outcomes by the general public, key stakeholders and leaders
- E. Capturing the interest of the news media, to increase the reach of public education
- F. Demonstrating broad citizen support for the outcomes
- G. Providing policy makers with confidence in the process and the outcomes

One major component of the public outreach plan was to direct interested citizens to the project web page and online survey. Participants were also able to learn more about the program, register their preferences and opinions through an online survey, sign up to be in the project mailing list, and learn about project updates and special events. The project website was predominantly featured throughout the outreach materials and connected to the Lewis and Clark event activities and planning. The following items served as an educational role for the program:

- **Project website:** An interactive project website was posted on the Vancouver/Clark Parks and Recreation home page.
- **Web survey:** Linked to the project website and used to determine public preferences for parks program priorities and funding options, an online survey was developed. The survey functions much like an online public meeting by providing information and asking for a response.
- **Project database:** A project database – including email contacts – was constructed from existing sources and then added to throughout the duration of the program.
- **Articles for local magazines and newsletters –** Three articles were profiled as feature articles in the Lacamas Life magazine, Walkabout magazine, Greater Vancouver Chamber of Commerce and the Columbian.

In order to maximize the exposure for this Trail and Bikeway Systems Plan, it is essential the plan is considered a legacy project and incorporated into our community's Lewis & Clark Bicentennial celebration activities. In addition, careful thought and strategic alliances in the health community was also essential. A few of these community partnerships could potentially include, but are not limited to:

- A. Lewis & Clark Expedition Bicentennial Committee
- B. The Confluence Project

- C. Washington State Parks Department
- D. Cottonwood Beach Improvements
- E. The Historic Reserve
- F. Fort Vancouver
- G. Lewis & Clark Landscapes Project
- H. Discovery Walk
- I. Community Choices 2010
- J. Health and Human Services
- K. Southwest Washington Medical Center, Passport to Wellness
- L. School districts
- M. Native American tribes

Overall, community members have been involved at each step of developing the 2006 update to the Clark County Trail and Bikeway Systems Plan. The public involvement effort sought to engage community members early in the planning effort and offer opportunities for public input throughout the process. Key public involvement activities included a series of open houses, community advisory committee (CAC) meetings, and an on-line survey. Public information included postcard notice of the open houses, a web page, a project display and fact sheets.

Public Involvement Tools

The Trail and Bikeway Systems Plan CAC met seven times between June 2005 and February 2006. Twenty-four members representing a range of user groups and other advocacy groups met to discuss goals for the plan, where new trails were needed and what criteria should be used to compare trails in the plan. At their final meeting, the CAC reviewed public input,

suggested revisions and endorsed the plan. The CAC also made additional recommendations about funding and plan implementation that will be forwarded to the Parks Commission. In June 2005, the public was invited to review the county's current trail and bikeway plan and provide input



on changes and updates that should be included in the next plan. Comments, questions, and ideas were gathered on maps, flip charts, and feedback forms. An on-line survey was posted on the Vancouver-Clark Parks and Recreation web site from June through August 2005. The survey was taken by 96 people and was advertised by a link on the site and with cards distributed to interested people. In addition to the on-line survey, the web site included information about meetings and the development of the plan.

Trails Symposium



BLAZING NEW TRAILS – 2005, a community symposium held at the Hilton Hotel on November 4, 2005, provided valuable input to the evolving Clark County Trail and Bikeway Systems Plan. The event brought together 302 people

including many business and community leaders, planners and engineers, trail and bike advocates, neighborhood representatives and interested citizens to focus on future trail planning efforts. The date was significant because it was the 200th anniversary of the very day on which Lewis and Clark set up camp on the Columbia River in what is now Clark County.

The primary event sponsor was the Vancouver-Clark County Lewis & Clark Planning Committee, bringing years of preparation for the Lewis and Clark Bicentennial commemoration. The opening presentation provided an opportunity to reflect on the lasting legacy of the Corps of Discovery and its nation-building journey. Re-enactors who traveled down the Columbia River earlier that day in dugout canoes were introduced to a warm applause.

Then attention turned to issues of present and future concern. Where do we want to be able to walk, hike and ride a bike in

years to come? What trails and other facilities are needed to make this a more active and connected community? What needs to be done to make these trails a reality sooner rather than later?

With a mandate to “make history,” participants took advantage of the chance to begin shaping a strong, verifiable trails vision for Clark County and the region. Large county trail maps were provided, allowing participants to envision and sketch ideas for future trail extensions and connecting routes.



Table discussions – with up to eight people per table, they looked at many aspects of the current trails system - the wants and needs of residents and ideas for future development. Key concerns included accessibility of trails to neighborhoods, trail safety and funding mechanisms. Many participants expressed the need for shared-use trails and more “soft” paths for bikers and walkers. “Connectedness” was a word heard frequently, with full linkage suggested from north to south and east to west



for bicyclists, pedestrians and equestrians. Strong support was voiced for a “rail trail” using the Chelatchie Prairie Railroad to develop a trail stretching from urban Vancouver to far-reaching rural areas. Others proposed utilizing available natural gas line and electric utility corridors for trails.



The evening concluded with a brief summary of table discussions. Lists of suggestions were long and varied, providing fresh thinking about trails from people who use them on a regular basis or are curious and want to know more. In all, over 200 pages of notes were generated that night. These and the large county trial maps are part of the event record.



C) TRAIL PROJECT CRITERIA

Developing the criteria for establishing the project prioritization and the phasing of the plan is a fundamental cornerstone of the successful future of this plan. Selecting the perfect criteria and the perfect weighting of said criteria to each will ensure successful completion of the plan, but if this element is poorly done, it could cripple the plan's future.

Below is a draft list of criteria by which trail projects can be prioritized. The term "trail project" will be used to refer to the individual sections or "reaches" of a proposed trail, as well as amenities that improve the quality of the trail use experience such as trailhead access projects that could include such elements such as restrooms, parking facilities, and access to bodies of water through docks, trails, etc.

Trail Accessibility

How well does the project improve overall access to the trail system? This can include consideration of overall improvements to the quality of the trailhead access point such as construction of restroom, parking facilities, parking, docks for water access, etc.

Trail Connectivity and Linkage

How well does the trail project complete the overall trail network? Consider the land uses that are made accessible by the trail project. Does it improve access to employment centers, schools, residences, other important activity centers? Are there any historic, cultural or natural resources or significant scenic areas associated with this proposed trail?

Diversity of User Groups

How many user groups is this trail designed to serve?

- Adult bicyclists
- Children bicyclists
- Walkers
- Equestrians
- Paddlers
- Runners

How diverse a proportion of users within a group could this trail serve? Are there any obstacles with it becoming fully ADA compliant?

Maximize Volume of Users

Is the trail located in places that is accessible to users who live, work or go to school nearby? How dense are the surrounding residential, institutional or commercial land uses?

Vulnerability: Risk of Lost Opportunity

Is the opportunity to build this trail project at risk of being lost due to purchase of the right of way by a private entity, development or rising land prices?

Cost

"Costs" may include hard fiscal outlays for right of way and/or construction, unacceptable harm to the environment.

- A. **Cost of right of way acquisition:** (Does the project require the purchase of private property, or expensive

land or can this trail be built on railroad, public road or utility right of way?)

- B. Cost of Opportunity:** (Are there many hurdles to acquiring the right of way to get it built?)
- C. Cost of construction for the project:** (Is the cost of construction anticipated to be higher or lower than the per-mile higher or lower than average in Clark County?)
- D. Cost of Maintenance:** (Are the long term maintenance costs likely to be higher than average for Clark County?)
- E. Cost of Alternatives:** (What alternatives to the project were considered and why were they rejected in favor of the current proposal?)

Funding Opportunity

Are there special funding opportunities available for the trail project? Is it eligible for federal, state, local or private grants? What is the current budget? . . . Some grants require local matches.

Environmental Constraints and Opportunities

A. Environmental Constraints

(What are the environmental constraints related to the natural settings of the project that may lead to disturbance, fill and/or bridging, etc. of sensitive environmental areas. These may require permitting.)

B. Environmental Opportunities

(What are the opportunities for environmental restoration and rehabilitation. For example, the trail project may allow for the restoration of native species and the elimination of non-native species. What are the opportunities for increasing environmental education?)

Trail Ambiance and Environmental Context

A. Quality of Trail Experience

What is the quality of the experience provided by the trail project? Does the trail provide an opportunity to view wildlife, a natural area or attractive views?

B. Trail Surroundings

Does the trail project pass through?

- Natural environment
- Wetlands, lakes, rivers, streams
- Woodlands, old growth
- Meadows, valleys
- Parklands
- Railway
- Urban Places
- Industrial
- Roadway
- Historical Features/sites (L&C, Old RR, etc.)

C. Continuity: Uninterrupted Flow

How many stops and/or interruptions (road crossings, etc) are there along the trail project?

Community Safety

- A. Does the project help users avoid hazardous locations?
- B. Does the project provide children safer access to school, parks, libraries, etc.?

Project Partners/Community Support

- A. Are there special partnerships that can help realize the trail project?
 - o Neighborhood
 - o Multiple Jurisdictions
 - o Corporate support
 - o Other community groups (Scouts, Charities, trail advocacies)
- B. Can this trail be placed on an existing railroad, public road or utility right of way?
- C. Is there neighborhood association support for the project?
- D. Is there greater community support for the project?

Maintenance

- A. To what degree will the trail project increase recreational trail maintenance work? Ask such things as:
 - Typically, how often do the connecting trail(s) require maintenance work?
 - When was the last time maintenance work was performed on connecting trail(s)?

Redundancy

Is there another trail project that offers a similar transportation option (travels along a parallel alignment, is within a reasonable distance of this proposed trail project, etc.) How would this trail be unique within the system?



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SECTION V
ECONOMIC ADVANTAGES

SECTION V. ECONOMIC ADVANTAGES



A) The Health Benefits of Trails

Our community is facing a serious health crisis associated with obesity due in part to physical inactivity. According to the Clark County Health Department, over 60% of the adult population of our county is either overweight or obese. Providing people with easy access to trails can provide the necessary opportunity to change one's life for the better.

Obesity is associated with many serious health problems: heart disease, certain types of cancer, Type 2 Diabetes, stroke,

arthritis, breathing problems, and psychological disorders, such as depression.

Here are some additional sobering statistics:

- Excess weight and physical inactivity account for more than 300,000 premature deaths per year in the U.S., second only to deaths related to smoking.
- The percentage of overweight adolescents has nearly tripled in the past two decades.¹ Safe trails allow children to develop habits for their health that can last a lifetime.

One reason people don't exercise enough is lack of time and convenience. By providing convenient, safe and inviting trails that link to work, school, shopping, etc. trails can allow people to combine exercise with necessary trips. Instead of driving to the gym to use a treadmill, for example, trails can provide convenient opportunities for people to get the exercise they need.

John Knapp, Clark County Resident, at one point weighed 450 pounds and was diagnosed with Type 2 Diabetes and at risk of losing his eyesight. He became a trail enthusiast when he was able to lose 200 lbs regularly by walking and bicycling on the Padden Parkway trail. "The trail saved my life," he says. Knapp struggled with managing his weight and disease through

diet and medication, but he knew he must add exercise in order to improve his condition. Then one day, the Padden trail opened up next to his home. He started to use it regularly to run errands, drop off movies at the local video store, and enjoy the fresh air and natural beauty of Clark County. Within six months, he was able to cut back on his medication, and within one year he was able to go off of it altogether. Within 18 months, he was able to get his weight down to 180 pounds and save his vision!

Recommended Amount of Physical Activity

According to the US Dept of Health and Human Services and the CDC, to be beneficial, physical activity doesn't need to be strenuous or time consuming. People of all ages can benefit from moderate amounts of physical activity, such as 30 minutes of brisk walking five or more times a week.ⁱⁱ

Seniors Can Benefit Most



According to the US Dept of Health and Human Services and the CDC, Americans age 65 and older are the least active age group in the United States: approximately 35% of those aged 65-74 years and 46% of those aged

75 or older report no leisure time physical activity at all! Most seniors (80%) have at least one chronic condition, and 50% have at least two.

Research has shown that seniors who have healthy lifestyles that include regular physical activity reduce their risk for chronic diseases and have half the rate of disability of those who do not.ⁱⁱⁱ

Studies Show that Trails Lead to Greater Physical Fitness

Through comprehensive analysis and public involvement, the trail system proposed in this plan will provide the opportunity for community members to improve their overall health. Additionally, this opportunity is supported by empirical research. According to the Guide to Community Preventive Services, a review of relevant studies found that providing access to places for physical activity, such as trails, definitely increases the level of physical activity in a community. The median estimates from the reviewed studies suggest that creating or improving access to places for physical activity can result in a 25% increase in the percent of persons who exercise at least three times a week.^{iv}

Healthy Lifestyles Benefit to our Economy

According to the state of Washington, it is estimated that the cost for physical inactivity in Washington State was more than \$5 billion in 2002.^v In the year 2000, the cost of health problems associated with obesity was estimated to be as high as \$117 billion in the United States. Not only does increasing opportunities for physical fitness improve our waistline, but also our economic bottom line.

Research shows that providing the opportunity for community members to improve their overall physical health through

trails, will provide important economic advantages to our region.

For example, a 2004 empirical study of the relationship between the use of bike/pedestrian trails in Lincoln, NE, and the reduction of health care costs associated with inactivity, quantifies that for every dollar invested in trail development, nearly three dollars (\$2.94) of public health benefits are produced.^{vi} The study also found that the cost of increasing physical activity by providing and maintaining trails comes to about \$98 annually per newly-active trail user.^{vii} In addition to the health costs, there are serious economic ramifications of our physical inactivity. The proposed trail system while promoting healthy living can also provides economic advantages to our region.

"Every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit."

A 2004 study of using bike/pedestrian trails in Lincoln, Nebraska, to reduce health care costs associated with inactivity, quantifies the benefits of money spent on trail development from a health standpoint. The conclusion

is that for every dollar spent on trails nearly three dollars (\$2.94) of public health benefits are produced.[2][3]

[2][3] The study is Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails by Guljing Wang, PhD, Caroline A. Macera, PhD, Barbara Scudder-Soucie, Med, Tom Schmid, PhD, Michael Pratt, MD, MPH, David Buchner, MD, MPH. It appeared in Journal: Health Promotion Practice; April 2005 Vol. 6, No. 2, 174-179

Scientific evidence from the Guide to Community Preventive Services shows that providing access to places for physical activity, such as trails, increases the level of physical activity in a community. The median estimates from the reviewed studies suggest that creating or improving access to places for physical activity can result in a 25% increase in the percent of persons who exercise at least 3 times a week. [4][5]

B) Economic Benefits of trails

Case Study: The Waterfront Renaissance Trail Vancouver, WA

To appreciate how trails can benefit the Clark County economy, one need only visit the Vancouver water front via the Waterfront Renaissance Trail (WRT). The WRT is a 14-foot-wide, shared-use concrete trail that connects Vancouver's downtown area to the city's long-neglected Columbia River shoreline.

The trail was a key component to helping the city's Columbia riverfront area come alive with new investments in condos, hotels and restaurants, giving it a renewed vitality as one of the regions great places for gathering, socializing and experiencing the area's majesty and natural beauty. While the 4-mile trail cost about \$1 million per mile, it has seen private sector investment about ten-times this amount to the tune of about \$350 million dollars.

[4][5] <http://www.thecommunityguide.org/pa/pa-int-create-access.pdf>

The trail follows the Columbia River, passing Vancouver Landing, the Captain Vancouver Monument and the plaza dedicated to Ilchee, a Native Indian chief's daughter.



The Water Resources Education Center lies along the trail, as does the Old Apple Tree, Marine Park, Kaiser Viewing Tower and Shipyards, and Tidewater Cove. Along the way are shops, restaurants and great places to picnic, play, or just enjoy the view. The trail will continue east with the future Wintler Park extension.

Trails Benefit Real Estate Investments

One resident of the new condominiums along the Waterfront Renaissance trail said, "The trail gives everyone a sense of certainty that they will always have access to the waterfront".

Such certainty can serve as a strong motivating factor for people to buy into such a newly accessible, revitalizing area.

According to a 2002 study by the National Association of Realtors, and the national Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices.

A study of real estate agents found that 70% of real estate agents use trails as a selling feature when selling homes near trails. 80.5% of them feel the trail would make it easier to sell. In Minnesota, 87% of home owners believe trails either increased the value of their homes or had no impact. On Seattle's most popular trail, homeowners with properties nearby but not adjacent sold for about 6% more than comparable properties elsewhere. Additionally, the U.S. National Parks Service notes that increases in property values range from 5 to 32% when adjacent to trails and greenways.^{viii}

As well as helping raise the value of real estate, a comprehensive trail system helps improve a community's overall bottom line in many ways, from creating great public spaces that attract tourists and locals alike, to facilitating safe and healthy trips to work, school, etc.

The below sample of studies show how trails have brought direct economic benefits to commercial areas:

- A. According to the Federal Highway Administration, the Mineral Wells to Weatherford Rail-Trail near Dallas, Texas, attracts approximately 300,000 people annually and generates local revenues of \$2 Million.
- B. In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19% increase in sales tax revenue.
- C. A rigorous 2004 survey of trail use conducted for the City of Eugene, OR found that city businesses and stores benefited directly from biking and walking trails. The study showed that a significant portion of people were primarily attracted from out of town just to use the bike trails. Furthermore, the study showed that they often went to stores and restaurants in Eugene immediately before and/or after their bike rides.^{ix}



Calculating Economic Benefits of Bicycle Facilities and Trails

At the website <http://www.bicyclinginfo.org/bikecost/>, there is a calculating tool that one can use to estimate various costs and benefits associated with a particular new trail project, calculating such things as the number of new cyclists that may start using the trail, the measured economic benefits, time savings, decreased health costs, etc.

One of the primary resources for this tool is the National Cooperative Highway Research Program's Project 7-14 report entitled *Guidelines for Analysis of Investments in Bicycle Facilities*. This report is designed to provide guidelines to evaluate the projected costs and benefits of bicycle-facility investments. The guidelines are designed to evaluate when facilities are warranted, which particular facility is most appropriate, and how to integrate bicycle-facility cost-benefit analysis into the overall transportation planning process. More information on the report can be found at: <http://www4.trb.org/trb/crp.nsf/All+Projects/NCHRP+7-14>

C) Environmental Benefits of Trails

Benefits to Transportation Choice and Air Quality

According to the National Household Transportation Survey, half of all trips in urbanized areas are three miles or less, easy distances for walking and bicycling.^x Additionally, two recent polls found that a majority of Americans would like to bike and walk more.^{xi} All of these statistics show the importance of providing safe and attractive bike paths and trails in our communities.

By increasing the attractiveness to walk or bicycle instead of to drive, there are benefits to our air quality, as well as to our communities. Studies have found strong correlations between bicycling and the percentage of arterial miles with bike lanes.^{xii}

Providing safe and attractive trails encourages bicycling and walking. One study found a 23% increase in bicycle traffic after the installation of a bicycle lane;^{xiii} another found that residents were 65% more likely to walk in a neighborhood with sidewalks.^{xiv} Streets that provide travel choices give people the option to avoid traffic jams, and increase the overall capacity of the transportation network.

Air Quality Benefits

It has been estimated that, in 1991 alone, bicycling and walking trips in the U.S. replaced nearly 28.8 billion motor vehicle kilometers (18 billion miles). These non-motorized trips saved about 3.2 billion liters (850 million gallons) of gasoline which would have added 10.4 million metric tons of exhaust emission air pollution into the atmosphere (NBWS Final Report).

Tools for Conservation, Habitat Restoration and Environmental Education

As tools for conservation, trails and greenways preserve important natural landscapes; provide needed links between fragmented habitats and offer tremendous opportunities for protecting plant and animal species. Partially due to sprawl, "islands" of habitat dot the landscape, isolating wildlife and plant species and reducing habitat necessary for their survival. Trails and greenways provide important links between these

island populations and habitat and increase the land available to many species.

* The preserved Pinhook Swamp between Florida's Osceola National Forest and Georgia's Okefenokee National Wildlife Refuge protects a vital wildlife corridor. This greenway keeps intact an important swampland ecosystem that sustains numerous wildlife species including the Florida black bear, timber rattlesnake and the Florida sandhill crane.

Greenways and other off-road trails also provide environmental benefits by linking existing parks, open spaces, and undeveloped lands while allowing for the preservation of the natural landscape. Such facilities are havens for flora and fauna, whether they are endangered, threatened, rare, or abundant.

- A. In March 1999, 12,638 acres of critical wetland habitat along the Rio Grande in Cameron, Texas were added to the National Wildlife Refuge system, creating a larger ecological system needed by migratory birds.
- B. The endangered black-crowned night heron have found homes along the Fox River Trail in Illinois. Trail Manager John Carlson stated, "The habitat for wildlife such as these rare birds has been dramatically improved by the rail-trail. The wildlife along the rail-trail is abundant compared to other sections of the river where there are private homes and manicured lawns abutting the river's edge." ^{xv}

Access for Educational Opportunities

As waterfront trails usually access some of the most interesting active natural and urban areas, they provide important opportunities for education about both the environment and a waterfront's vibrant and important urban and industrial history.

Trails and greenways are important tools for improving water quality. Greenways provide natural buffer zones that protect streams, rivers and lakes from pollution run-off caused by fertilizers and pesticides coming off of yards and farms. Such non-point source pollution degrades waterways and threatens water quality and the health of aquatic species.

According to the U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service, agricultural buffers, if properly installed, can remove up to 50% or more of nutrients and pesticides and up to 75% or more of sediment that would otherwise be washed into waterways.^{xvi} Realizing the

importance of these buffers, USDA launched an initiative to help landowners install 2 million miles of buffers by the year 2002, and in Washington and the Pacific Northwest, the USDA uses these buffers to help protect the \$1 billion annual fishing industry.^{xvii}

Flood Disaster Mitigation

River greenways mitigate damage caused by floods by absorbing excess water when rivers overflow. Unfortunately, many floodplains have been developed over the years. Today, almost 10 million homes are located in floodplains, placing millions of people in danger every time a river overflows. According to the Federal Emergency Management Agency (FEMA), flooding causes over \$1 billion in property damages every year.^{xviii}

i In 1999, 13 percent of children aged 6 to 11 years and 14 percent of adolescents aged 12 to 19 years were overweight.

ii Source: Centers for Disease Control.

iii http://www.dcl.gov/ncalphp/kipa/obesity/contributing_factors.htm, accessed on 10/2/05.

iii Source: US Dept of Health and Human Services and the CDC: Trails for health: Promoting Healthy Lifestyles & Environments, brochure

iv <http://www.thecommunityguide.org/pa/pa-int-create-access.pdf>

v The Health Management Associates, commissioned by the Washington State Department of Health and Washington Coalition for Promoting Physical Activity

vi The study is Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails by Guijing Wang, PhD, Caroline A. Maccera, PhD, Barbara Scudler-Soucie, MD, Tom Schladt, PhD, Michael Pratt, MD, MPH, David Buchner, MD, MPH. It appeared in Journal: Health Promotion Practice, April 2005 Vol. 6, No. 2, 174-179

vii Ibid.

viii <http://www.americantrails.org/resources/economics/MNecon.html>

ix http://www.cogene-or.gov/portal/server.pt?newayPTARGS_0_2_28145_0_0_18290418_Final%20Report_050904.pdf

x Clarke, A. National Household Transportation Survey, original analysis.

xi Behlen, Russomello & Stewart, 2003

xii The FHWA (Case Study #1, 1994)

xiii Macbeth, A.G. (1999) Bicycle Lanes in Toronto ITE Journal 38-46.

xiv Giles-Corti, D., & Donovan, R.J. (2002). The relative influence of individual, social, and physical environment determinants of physical activity. *Social Science & Medicine*, 54 1793-1812.

xv Source: NBPC Technical Brief National Bicycle and Pedestrian Clearinghouse Technical Assistance Series, Number 2 September 1995

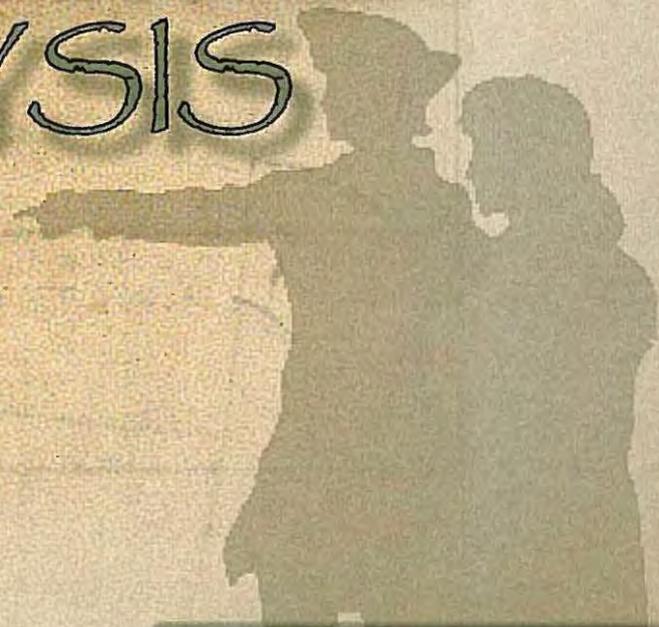
xvi "Buffer Strips: Common Sense Conservation," National Conservation Buffer Initiative, Natural Resources Conservation Service, U.S. Department of Agriculture, www.nhq.nrcs.usda.gov/CCS/Buffers.html.

xvii Steve Lerner and William Poole, *The Economic Benefits of Parks and Open Space*, The Trust for Public Land, 1999, p. 41.

xviii Agency (FEMA), flooding causes over \$1 billion in property damages every year.

Regional Trail & Bikeway
Systems Plan
2006

SECTION VI
GAP ANALYSIS



Proud Past, Promising Future

SECTION VI. GAP ANALYSIS

The Clark County Trail and Bikeway Systems Plan seeks to develop a seamless trail and bikeway system throughout the region providing essential recreation and regional transportation amenities benefiting the community today and generations to come. This well defined system will link public facilities, housing, retail, and employment centers extending throughout the county and into the larger metropolitan region. Implementation of this plan will reap enormous economic health benefits by reducing health care costs and infrastructure costs while providing environmental and social benefits for all residents.

Early in the planning process, a thorough review of the developed and planned trail and bikeway facilities was performed. This preliminary review, in combination with public input and other planning studies, became the foundation for the formal trail and bikeway gap analysis. The completed gap analysis will highlight the deficiencies in the existing system and help guide the planning and funding for future improvements.

The gap analysis for the Clark County System can be divided into the following categories:

Trail System Plans

A review of the trail corridors, routes, and projects identified during previous planning studies that have not been constructed where alternative routes have been developed. The focus of this analysis included review of the county's 1992 plan and the recently completed Vancouver Walking and Bicycle Master Plan.



Public Involvement

Throughout the current trails plan update, the public and user groups were engaged in a series of public open houses, stakeholder meetings and a Citizen Advisory Committee (CAC). This public involvement provided information on existing trails currently not mapped, highly desired trail linkages to be developed, and insight on frequency and utilization of the current system. Interaction with the trail users provided the planning team with first-hand input on system deficiencies.



Connectivity and Accessibility

The existing system was analyzed for the level of connectivity between trails and bikeways *AND* likely destinations served. Locations evaluated include public facilities, open space, existing trails, schools, recreation facilities, housing, commercial nodes, employment centers, etc. For both recreational trail and alternative transportation users, corridors that were well connected to multiple facilities were more desirable. Likewise, trails and bikeways that were located close to places of employment and neighborhoods were more likely to be used and utilized more frequently.



Regional Network

Linking Clark County's Trail and bikeway Plan to the larger regional network will provide higher benefit for local communities and neighbors within the Portland metropolitan area. Similarly, the current and future planning efforts of the county's smaller cities and towns must be accommodated in the county's trails plan document, providing the opportunity for connectivity between the maximum numbers of places within the community. Many corridors extend beyond jurisdictional boundaries and will necessitate the cooperation of many entities.



Environmental Constraints

The ease of securing development permits and the feasibility of construction was considered with the analysis of system gaps. Avoiding limited right-of-ways, steep topography, sensitive natural resources, and other constraints, when possible, will make future trail and bikeway projects financially feasible and demonstrate responsible land stewardship.



History, Natural and Cultural Resources

The Gap analysis should acknowledge the rich, cultural and natural resources of Clark County. Thoughtful placement of trail corridors can highlight the unique attributes of the county, turning trails into linear laboratories and living classrooms. The resources of Clark County help shape the identity of the community and make this place more desirable to live and visit.



Trail Users and Trends

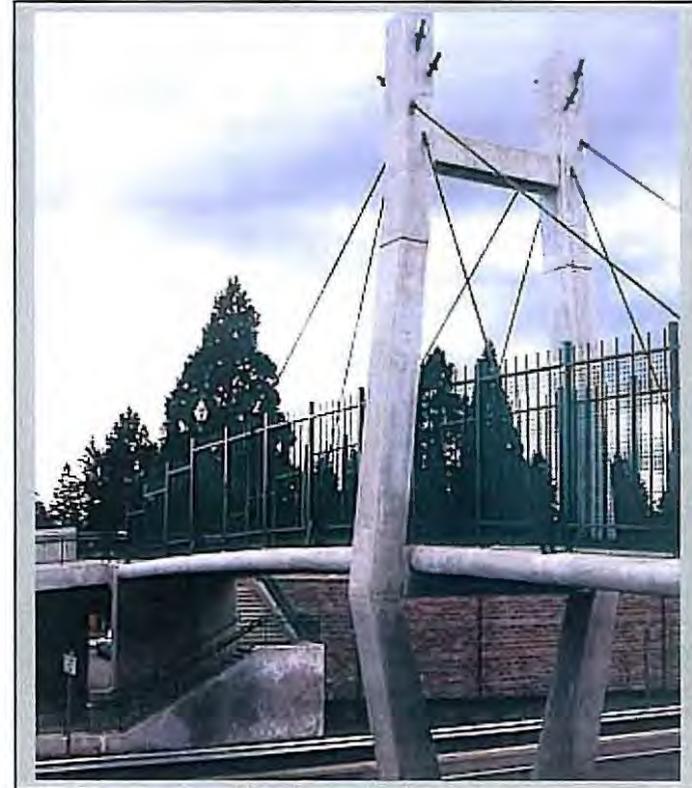
The trail and bikeway system needs to reflect current trends in walking and non-motorized transportation. Walking on paths continues to be the most desired form of recreation and exercise by the broadest segment of our community. Bicycling, both on and off-road, rollerblading, skating and other wheeled transportation can utilize the county's trails and bikeways. Equestrians and non-motorized boaters continue to utilize land and water corridors of Clark County. The Trails and Bikeway Plan needs to be flexible enough to adapt to the future trends of recreation and transportation.



Funding and Grant Eligibility

The gap analysis must consider all potential funding opportunities available. Grant funds administered by the state's Interagency Committee for Outdoor Recreation are evaluated on selection criteria that include; need "close to home" utilization, connectivity, etc. Considering these evaluation criteria into corridor planning will increase the opportunities for grant-funded development. Trail and bikeway alignments need to consider additional funding opportunities including inclusion or partnerships with road projects listed in the Transportation Improvement Plan, and opportunities with other public agencies and partnerships.

High priority projects are those that can be built along with other transportation projects within the Clark County's Transportation Improvement Program (TIP) to assure efficiency in costs and increase possibility of funding. Several regional trails are planned on the same alignment as several of the upcoming (TIP) projects. The current TIP list is available on Clark County's website at www.clark.wa.gov/TIP.html.



FEASIBILITY / REGULATORY COMPLIANCE

Many of the existing and currently proposed trail corridors coincide with stream corridors. This coexistence creates the natural experience that many trail users seek. It also creates the need for careful planning and some creativity to navigate the permitting requirements due to sensitive lands, habitat areas, and flood plains. Development review approval must also be obtained from the governing jurisdiction.



Regional Trail & Bikeway
Systems Plan
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SECTION VII
DESIGN GUIDELINES



SECTION VII. DESIGN GUIDELINES

A) Terminology: Trail and Path Design Types

Clark County's walking and bicycling network is organized into ten standard design types. This Paths & Trails Plan proposes primarily two design types including the shared-use path and walking path, which are also referred to as trails throughout this plan. The overarching Walking & Bicycling Master Plan considers more specifically pedestrian and bicycling connections including sidewalks, bicycle lanes and bicycle routes. Although, the Regional Trails & Bikeway Systems Plan recommends primarily shared-use and walking paths, each of the design types is outlined below to provide understanding of the entire network. The table on Page 7-11 provides a brief explanation of each design type's dimensions, surface material, treatment and function.

A successful trail and bikeway plan will include a full range of trail types designed to the human scale. A trail designed to the human scale focuses on the human senses, sight, smells, and sounds. The typical trail hierarchy will range from sidewalks and on-street bikeways, to soft surface neighborhood pathways and regional shared-use trails, to boardwalks and equestrian routes. The planning team recognizes that the science of trail construction and transportation engineering changes over time and that design standards will continue to evolve. As the rity popularity of specific recreational activities shift and as new modes of travel develop, trail standards will need to adapt. Figure 7A on Page 7-2 is a matrix of trail design parameters.

Design Type A1: Regional Shared-use Paths

The 1999 American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* uses the term "new, shared-use path" to refer to facilities on exclusive rights-of-way and with minimal cross-flow by motor vehicles. Shared-use paths are distinctly different from on-street striped bicycle lanes and signed, shared roadways described above, which serve useful and complementary facilities.

Shared-use paths provide opportunities for a wide range of users that AASHTO notes, includes but is not limited to: bicyclists, in-line skaters, roller skater, wheelchair users (both non-motorized and motorized) and pedestrians, including walkers, runner, people with baby strollers, people walking dogs, etc. . . "Shared-use paths are sometimes



referred to as trails. In many states, however, the term "trail" means an unimproved recreational facility. AASHTO notes, "When shared-use paths are called trails, they should meet all design criteria for shared-use paths to be designated as bicycle facilities." Additionally, shared-use paths should meet or exceed the Americans with Disabilities Act standards.

Shared-use paths represent the majority of recommended improvements in the Clark County Bikeway Systems Trails Plan as they serve as major connections in the regional trail system linking important features, land uses and areas of interest. They can provide recreational opportunities, learning ground for new cyclists, and utilitarian routes, depending on their locations. Shared-use paths can take on a variety of different treatments that both enhance the surrounding landscape and meet the needs of users. The following trail cross sections illustrate shared-use path treatments for trail design opportunities in Clark County. These treatments include designs for a standard shared-use trail, a power line trail, and a waterside trail.

Design Type A2: Local Shared-use Paths

Local shared use paths are similar to regional but differing by providing local connections to areas of special interest and to regional trails, and providing shared use trail loops within parks and neighborhoods.

Design Type A3: Primitive Trail

The primitive trail usually is a dedicated pathway through parks, natural areas, or rustic sites. The users may include pedestrians, mountain bikers and equestrians.



Design Type A4: Rails and Trails

Rails and trails are shared use linear routes adjacent to active rail lines with safety measures to protect trail user.

Design Type B1: Bike Lanes

A bicycle lane is the portion of the roadway designated by striping and bicycle pavement markings for the one-way, exclusive or preferential use of bicycles. Per the arterial atlas, classification bike lanes should be provided on most collectors and arterials with traffic greater than 3,000 vehicles per day. Bike lanes can help increase the total capacity of the roadway by removing bicycles from the vehicle lanes, provide for more predictable movements, and encourage



cycling. Clark County is committed to providing bicycle lanes to create an interconnected system of facilities available to the widest possible variety of users.

Design Type B2: Bike Route Shared Roadway

When designated by appropriate signing and stenciling, shared roadways provide for new, shared-use path with pedestrian or motor vehicle traffic, preferably on lower volume roadways. On higher volume roadways, an extra wide (12 to 14 feet) curb lane is recommended.

Design Type C1: Sidewalks

The existing pedestrian system in Clark County consists of on-again/off-again sidewalk networks. The city has no specified pedestrian districts or designated pedestrian malls. In several Clark County locations, the pedestrian system is comprehensive, such as in some areas of downtown Vancouver and the Fort Vancouver area. However, some areas of Clark County are characterized by a relatively piecemeal system, with high-quality sidewalks and pedestrian crossings adjacent to new developments connecting to inadequate or nonexistent systems adjacent to older developments. It should be noted that, in most cases, a traditional sidewalk is not an ideal substitute for either bicycle lanes or a separated path, as sidewalk bicycle riding has been found to be a significant



safety hazard nationwide. In fact, 26 percent of reported bicycle-motor vehicle related crashes in Clark County involve sidewalk bicycle riding. These sidewalk/paths are intended to be primarily used by pedestrians, with the corresponding bike lanes intended for bicycle use.

Design Type C2: Walking Trails



The design of walking trails is highly dependent on the intended use. When building walking paths, there are several design elements to take into account like drainage, erosion, slope, presence of waterways, vegetation, riparian and habitat areas, environmental requirements and regulations, and others. Trails can vary in width from 4'-12 feet. In addition, walking trails can also accommodate bicyclists if there is adequate space and safety concerns are met.

Design Type D1: Equestrian Trail

Equestrian trails are dedicated to equestrian use only and consist of an earthen surface.



Design Type E1: Water trails

Trails in rivers and other waterways offer a unique view of the nature of the region. Developing water trails means providing access points for canoes, kayaks, boats and rafts. Paddling and rowing are great ways to get exercise and experience and appreciate the natural and urban areas along waterfronts.



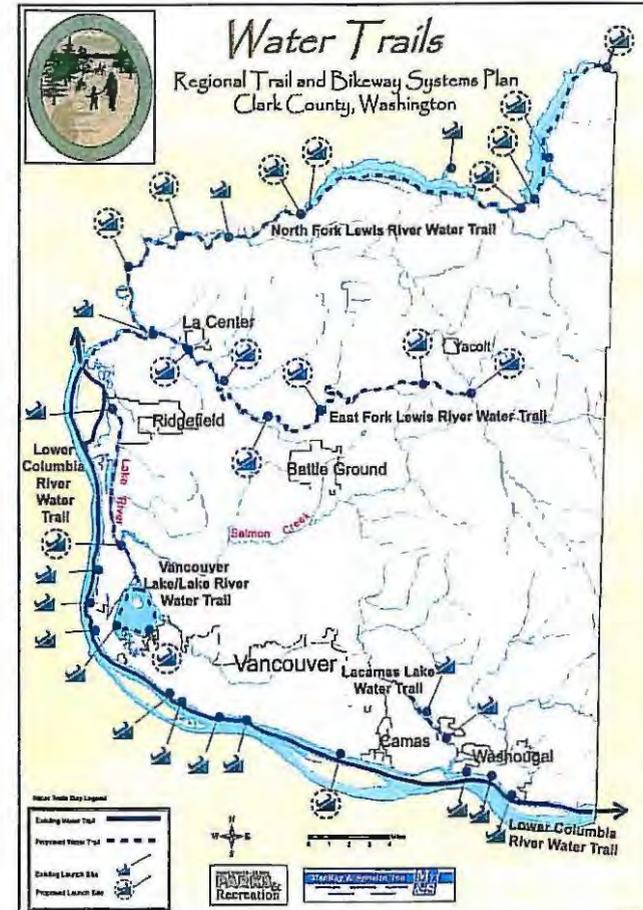
Some design guidelines for water trails include:

- A. Water access points every five miles along navigable rivers
- B. Average of three miles per hour
- C. Boat racks can help facilitate a visit to a restaurant or store at a landing site.
- D. Camping is an amenity that's useful along water trails

A good source of information: *Logical Lasting Launches* by National Park Service Rivers & Trails Program, 2004.

http://www.nps.gov/nrcr/programs/rtca/helpfultools/ht_launch_guide.html

**Columbia River / Clark County
Launch and Landing Sites**



<u>Name</u>	<u>River Mile</u>
Capt. William Clark Park at Cottonwood Beach	124
Steamboat Landing Park	123
Port of Camas-Washougal Boat Ramp & Marina	122
Fisher's Landing	115
Wintler Community Park	110
Vancouver Marine Park	108
Fort Vancouver Beach Launch	106.5
Vancouver Public Dock	106
Frenchman's Bar Park Beach Launch	99
Blurock Landing	100
Langsdorf Landing Boat Ramp	98
Ridgefield Boat Ramp	91
Ridgefield Kayak Launch	90
Paradise Point State Park	84

B) Trail-Roadway Crossings

Like most trails in built urban areas, Clark County's trails must cross roadways at certain points. These roadway crossings may be designed at-grade or below-grade. At-grade crossings create a potentially high level of conflict between trail users and motorists. However, well-designed crossings have not historically posed a safety problem, as evidenced by the thousands of successful trails around the United States with at-grade crossings. Designing safe grade crossings is a key component of the safe implementation of this plan.

When considering a proposed separated trail and its required crossings of roadways, it is important to remember two items: (1) trail users will enjoy a largely auto-free experience and may

enter into an intersection unexpectedly, and (2) motorists will not expect to see bicyclists shooting out from an unmarked intersection into the roadway. In some cases, a required trail crossing may be unable to meet safety standards or will be expensive (e.g., to build an undercrossing or overcrossing) as to affect the feasibility of the entire alignment. In most cases, trail crossings at-grade can be properly designed to an acceptable degree of safety and to meet existing traffic and safety standards.

Evaluation of trail crossings involves analysis of traffic patterns of vehicles as well as trail users. This includes traffic speeds, street width, traffic volumes (average daily traffic, peak hour traffic), line of sight, and trail user profile (age, distribution, destinations). This study identifies the most appropriate crossing options given available information, which must be verified and/or refined through the actual engineering and construction document stage.

Basic Crossing Prototypes

The proposed intersection approach in this report is based on established standards, published technical reports, and the experiences on existing facilities. Virtually all crossings fit into one of four basic categories, described below.

Type 1: **Marked Crossings** – Marked crossings include mid-block crossings of residential, collector, and sometimes major arterial streets.

- Type 2: Divert Users to Existing Intersection – Bikeways which emerge near existing intersections may be routed to these locations.
- Type 3: Signalized/Controlled – Bikeway crossings which require signals or other control measures due to traffic volumes, speeds, and trail usage.
- Type 4: Grade-separated – Bridges or under crossings provide the maximum level of safety but also generally are the most expensive and have right of way, maintenance, and other public safety considerations.

other safety issues such as the proximity of schools. The following general thresholds outline where unmarked crossings may be acceptable. Install crosswalks at all locations.

- A. Maximum Traffic Volumes:
10,000-15,000 average daily traffic (ADT)
1,000-1,500 peak hours
- B. Maximum 85th percentile speeds:
35-45 mph
- C. Maximum street width:
60 feet (no median)
- D. Minimum line of sight:
25 mph zone: 100 feet
35 mph zone: 200 feet
45 mph zone: 300 feet

Type 1 and 1+ Unmarked/Marked Crossings



A Type 1 crossing consists of a crosswalk, signing, and often no other controls to slow or stop traffic. The approach to designing crossings as mid-block locations depends on an evaluation of vehicular traffic,

line of sight, trail traffic, use patterns, road type and width, and

On residential and collector streets below 10,000 ADT, crosswalks and warning signs (“Bike Xing”) should be provided for motorists, and STOP signs and slowing techniques (bollards/geometry) used on the trail approach. Care should be taken to keep vegetation and other obstacles out of the view line for motorists and trail users. Collector streets up to 15,000 ADT require a higher level of treatment for crossings than residential streets. These are referred to as “Type 1+” in the recommended treatments. In addition to the features described for residential streets, signing locations may need to be moved further upstream and made more visible for

motorists. A flashing yellow beacon costing between \$15,000 and \$30,000, may be used, preferable one that is activated by the trail user rather than operating continuously. Some jurisdictions have successfully used a flashing beacon activated by motion detectors on the trail, triggering the beacon as trail users approach the intersection. This equipment, while slightly more expensive, helps keep motorists alert.

Crossings of higher volume arterials over 15,000 ADT may be unmarked in some circumstances – for example, if they are located near a signalized intersection, a median island is present, and there are substantial gaps in traffic. Such crossings would not be appropriate; however, if a significant number of school children used the trail.

Type 2: Divert Users to Existing Intersection



Crossings within 250 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection for safety purposes. For this option to be effective, barriers and signing would be needed to direct trail users to the signalized crossings. In many cases the intersections are directly adjacent to the crossings and are not a significant problem for trail users. Several crossings do fall into this category in Clark County.

Type 3: Signalized/Controlled Crossings

New signalized crossings are recommended for crossings more than 250 feet from an existing signalized intersection and where 85th

percentile travels speeds are 45 mph and above and/or ADT's exceed 15,000 vehicles.

Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer



to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.

Trail signals are normally activated by push buttons, but also may be triggered by motion detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street and trail volumes. The signals may rest on flashing yellow or green for motorists when not activated, and should be supplemented by standard advanced warning signs. Typical costs for a signalized crossing range from \$75,000 to \$150,000.

Type 4: Grade-separated Crossings

Grade-separated crossings are needed where ADT's exceed 25,000 vehicles, and 85th percentile speeds exceed 45 mph. Safety is a major concern with both over crossings and under crossings. In both cases, trail users may be temporarily out of sight from public view and may have poor visibility themselves.

Under crossings, like parking garages, have the reputation of being places where crimes occur. Most crime on trails, however, appears to have more in common with the general crime rate of the community and the overall usage of the trail than any specific design feature.



Design and operation measures are available which can address trail user concerns. For, example, an under crossing can be designed to be spacious, well-lit, equipped with emergency cell phones at each end, and completely visible for its entire length prior to entering.

Other potential problems with under crossings include conflicts with utilities, drainage, flood control, and maintenance requirements. Over crossings pose potential concerns about visual impact and functional appeal.

Signing and Striping



Crossing features for all roadways including warning signs for both vehicles for all roadways include warning signs both for vehicles and trail users. The type, location, and other criteria are identified in the Manual for Uniform Traffic Control Devices (MUTCD).

Consideration must be given for adequate warning distance based on vehicle speeds and line of sight, with visibility of any signing absolutely critical. Catching the attention of motorists jaded to roadway signs may require additional alerting devices such as a flashing light, roadway striping, or changes in pavement texture. Signing for trail users must include a standard "STOP" sign and pavement marking, sometimes combined with other features such as bollards or a kink in the trail to slow bicyclists. Care must be taken not to place too many signs at crossings lest they begin to lose their impact.



Directional signing may be useful for trail users and motorists alike. For motorists, a sign reading "Trail Xing" along with a Clark County trail emblem or logo helps both warn and promote use of the trail itself. For trail users, directional signs and street names at crossings help direct people to their destinations. For equestrians, striping may not be useful but signing will provide sufficient direction.

C) Trailheads

Clark County's share-use paths attract pedestrians, cyclists and equestrians. Trailheads and trailhead amenities must therefore be designed to meet the needs of this diverse set of users.

Trail Amenities Photo Gallery



Clark County has already established distinctive designs for certain trail amenities and design details. Use of this common aesthetic in developing Clark County's trails will



be a valuable tool in creating a cohesive trail network, although for certain trails an individually distinctive design aesthetic may be more appropriate.

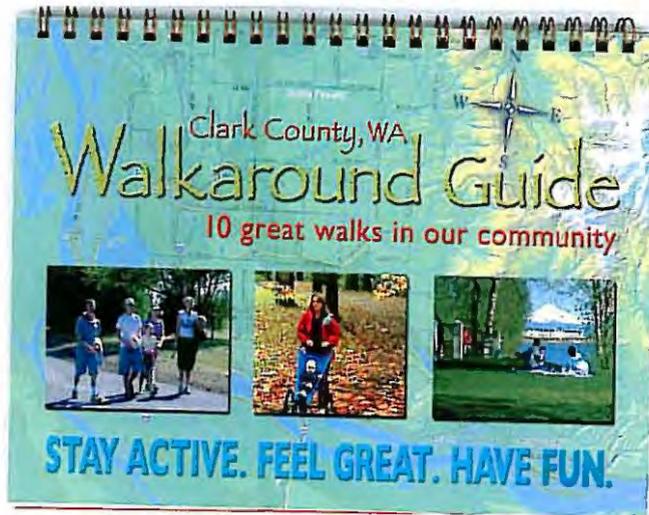
- A. Develop a trail bollard / signpost standard that can be used for demarcation of trailheads and interim mileage marks or points of interest. This could be the current square concrete bollards that have been installed on previous projects or a new style could be based on the old City of Vancouver City Limits posts that were tapered concrete. Either style could be fitted with a standard brass survey monument that could be stamped with the trail name, mileage,

or other pertinent information as well as an emblem or icon that is representative of the specific area of stream basin that the trail is located within.

- B. Develop a graphic or icon representing Lewis & Clark that could be included on all trail signage throughout the county and tie into the theme for the Lewis & Clark Centennial celebration, the Confluence project, and the Discovery Greenway project.



- C. Develop kiosks that host a large map of the trails system in key locations. The kiosk may also contain small maps users can take with them.



Regional Trail and Bikeway Systems Plan

Regional Trail & Bikeway Systems Plan

Clark County Trail Classifications
Standard Design Types

Classification	Trail Type	Trail Width	Surface	Const. Cost Per Mile	Users	Function	R.O.W.	Clearances	Treatment	Amenities
A1	Regional Shared-use Path	12'-16'	Asphalt or Concrete	\$220,000	Pedestrians, bicycles, etc. Equestrians where feasible, parallel and separate.	Provides major connections between other regional trails, land uses, and areas of special interest, including schools, parks, employment centers, etc. Optional adjacent 4' equestrian trail	25' to 50'	Side 2'-0", Vertical 10'-0"	Separated right of way from motor vehicles with exclusive use for pedestrians and bicycles. Includes grade separated and signalized crossing points.	Trailhead, parking, comfort amenities, furnishings, lighting, and signage.
A2	Local Shared-use Path	10'-12'	Asphalt, concrete, or gravel	\$190,000	Pedestrians, bicycles, etc. Equestrians where feasible	Provides local connections to areas of special interest and regional trails, and provides shared use trail loops within parks and neighborhoods. Optional adjacent 4' equestrian trail (D1). Includes community feeder trails	25'	Side 2'-0", Vertical 10'-0"	Separated right of way from motor vehicles, includes internal circulation within park, recreation sites, and residential areas.	Site furnishings, lighting, and signage. May include additional amenities adjacent to trail corridor.
A3	Primitive Trail	2'-5' (Ded.) 5'-12' (Shared)	Earthen, gravel, or wood chips	\$5,000	Varies, may include pedestrians, mountain bikes, and equestrians	Primarily dedicated and shared-use trails through parks, natural areas, or rustic sites.	N/A	N/A	Vary in width depending on site and use, typically exceed ADA design guidelines.	Minimal signage and amenities
A4	Rails and Trails	12'-16'	Asphalt, concrete, or gravel	\$220,000	Pedestrians, bicycles, etc. Equestrians where feasible	Provides shared use linear routes adjacent to active rail lines. Optional adjacent 4' equestrian trail (D1)	Varies	Side 2'-0", Vertical 10'-0"	Located adjacent to existing rail lines with safety measures to protect trail user. May include full rails to trails.	Trailhead, parking, comfort amenities, furnishings, and signage.
B1	On Street Bike Lane	4'-5'	Roadway		Bicyclist	Bicyclists on roadways	N/A	N/A	Striped for one-way bike travel on street or highway	Signage and striping
B2	Bike Route on Roadway	N/A	Roadway		Bicyclist	Accommodates bicyclists typically on lower volume roadways	N/A	N/A	Proper signage allows for shared use between bicyclists and motor vehicles.	Signage
C1	Sidewalk	6'-16'	Concrete	\$182,000	Pedestrians	Provides local access to homes, businesses, and other local features for pedestrians.	N/A	Per County Codes	Located along streets and are separated by curb and/or planting strip	Signage, striping, and curb ramps
C2	Walking Path	4'-10'	Asphalt, concrete, or gravel	\$110,000	Pedestrians	Provides less intensive connections or routes within parks and natural areas. May include bicyclists.		Side 2'-0", Vertical 8'-0"	Vary in width depending on intended users. Careful considerations to topographic and environmental considerations.	Site furnishings and signage. May include additional amenities adjacent to trail.
D1	Equestrian Trail	4'	Earthen		Equestrians	Point to point travel and local challenged course elements	N/A	Side 2'-0", Vertical 10'-0"	Stand alone trail elements or secondary to other trail classification.	Equestrian trailer parking, comfort amenities, and signage
E1	Water Trail	N/A	Water	NA	Non-motorized boaters	Routes along water bodies for people using small beachable boats like kayaks, canoes, day sailers or rowboats.	N/A	N/A	Water trails are most often identified by the land facilities that support water travel.	Launch and landing sites, campsites, rest areas, and other points of interest

Regional Trail & Bikeway
Systems Plan
2006

SECTION VIII
CULTURAL & HISTORICAL
RESOURCES



SECTION VIII. CULTURAL & HISTORIC RESOURCES

Clark County possesses a rich cultural and environmental heritage. The area was abundant in plants and wildlife for the Chinook and Klickitat Indians to hunt, fish and gather. Lewis and Clark made their famous expedition and camped and traded with the Native Americans along the Columbia River in the Ridgefield Wildlife Refuge area.



From approximately, 1840 to 1860, the Hudson's Bay Co. operated Fort Vancouver, cultivating the land, trading with the Native Americans and attracting hunters and trappers from a wide range of cultural backgrounds. Settlers came to Clark County to build farms and to later develop the logging industry.



Thousands of waterfowl continue to winter in Clark County's wetland areas, thriving on the mild climate and abundant food sources. Historians, archaeologists and environmentalists are finding rich sources of cultural and environmental information to study, preserve and enhance the area.

Many rewarding learning opportunities are available as the proposed trails pass through or within close proximity to some of the Country's historically and environmentally significant sites.

Bicyclists and hikers will be able to take day, overnight or week long cultural and environmental tours of different sections of the trail system. Clark County's historical and environmental significance will come to life to school children, who will be able to visit specific areas along the trail as they study history and ecology in school. Many of the historical and ecologically significant places are within Vancouver, Ridgefield, Camas and Cattle Ground city jurisdictions. The trails plan does not include these city jurisdictions, but provides trails to the cities enabling trail users to take advantage of each area.



A) THE PLACES

Fort Vancouver National Historic Site

Fort Vancouver was the Northwest base of operations for the



London-based Hudson's Bay Company, controlling 700,000 square miles stretching from Russian Alaska to Mexican California, and from the Rocky Mountains to the Pacific Ocean. As a center of activity and influence, the Fort had a profound effect on the development of this region and remained an active post until 1860. Today, costumed interpreters re-enact the past in ten reconstructed buildings, providing an authentic slice of life from Fort Vancouver's heyday.

Officers Row National Historic District

Officers Row is one of the oldest neighborhoods in the Northwest and one of Vancouver's great historic treasures. The 21 exquisitely preserved Victorian-era homes built for U.S. officers represent the architecture style common to the Army, while reflecting unique Pacific Northwest



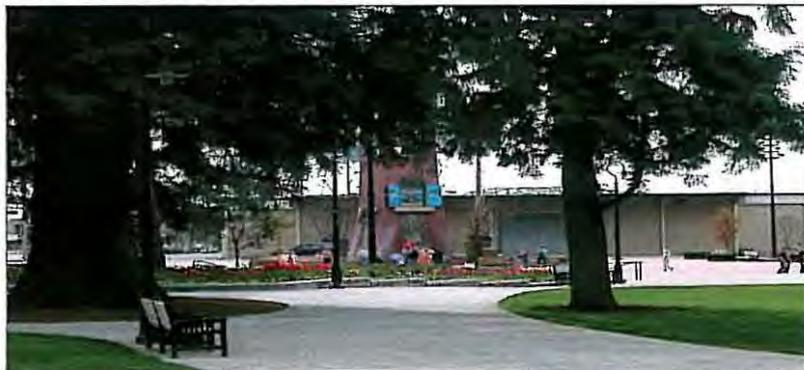
modifications. Over the years the Row has been home to such military notables as Ulysses S. Grant, George C. Marshall and Omar Bradley. Historic markers tell the story of the area.



Downtown Vancouver



Rich in history and full of surprises, downtown Vancouver is a great place to live, work . . . and walk. The influence of the city's founding pioneers is felt in prominent downtown structures, monuments, and the oldest public square in the Pacific Northwest. Public art, fountains, plazas and parks add to the appeal. Your tour takes you past historic attractions such as Providence Academy, built in 1873, as well as exciting examples of urban redevelopment, including Vancouver Center and Esther Short Park Plaza.



Columbia River Waterfront

Since 1991, Vancouver's waterfront has undergone an amazing renaissance with the development of a four-mile scenic trail connecting the downtown area to the city's long-neglected shoreline. Discovery Historic Loop links to the trail at the foot of Columbia Street and takes you past the waterfront's many historic, cultural and scenic attractions, plus shops, restaurants, and great places to picnic, play or just enjoy the view.



City of Vancouver

The City of Vancouver's Columbia River Renaissance Project has developed a plan, integrated with the trails plan for a 12-mile trail extending along the Columbia River corridor from Frenchman's Bar to I-205. The Renaissance Project has identified a number of significant natural, cultural, and historic resources within the study area including



Vancouver Lake, Fort Vancouver National Historic Site and Officer's Row.

Vancouver Lake

Vancouver Lake's dominant feature is the adjacent Columbia River lowlands. The wetland areas at the lake have a number of points where a trail could allow observation of the unique wildlife and plant species without disturbing their environment. A public park which provides picnic, swimming and wing sailing opportunities is also located at the lake.



Fort Vancouver National Historic Site

The Fort Vancouver National Historic Site is a reproduction of the Hudson's Bay Co. operation that was located in the Vancouver vicinity from approximately 1840 to 1860. It provides a view into the life and operation of the Fort at that time. On special days, life at



the Fort is reenacted in full costume. Volunteers and National Park staff members dress in authentic costumes depicting the varied cultures from which its occupants and visitor came.

Some of the special events that occur each year include:

- Queen Victoria's Birthday Celebration
- 4th of July Celebration
- The Encampment
- The Candle Light Tour
- Christmas at the Fort Re-enactment

The National Parks Service is engaged in an ongoing program of improvements to the site. Presently the fur trapper's warehouse is nearing completion. Existing buildings include the chief factor's house, the bakery, the blacksmith shop, the infirmary, the trading post and store and the lookout tower. A garden fashioned after gardens of that time containing arbors, benches, a sundial and historic plants is located at the entrance, outside the Fort walls.



The Clark County Historic Museum

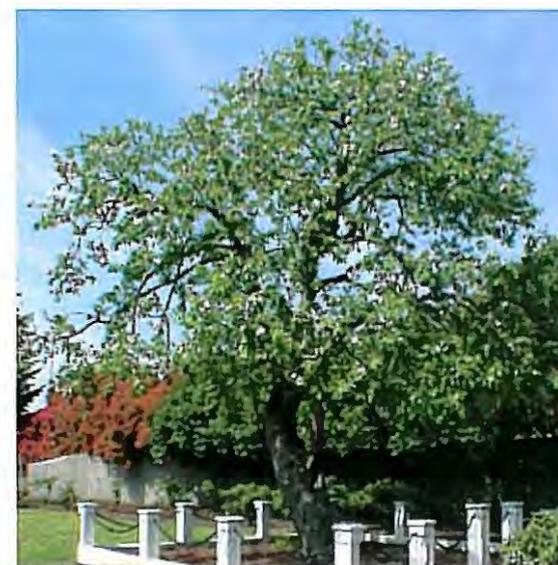
The Clark County Historic Museum, in the old Carnegie Library, exhibits many artifacts that are historically significant to life in the Clark County area and provides information on the history of the area. Along with a visit to the museum, history buffs and school children can take walking tours of the historically significant buildings located in the Vancouver downtown area.



COLUMBIA WAY/COLUMBIA RIVER/EVERGREEN HIGHWAY TRAIL

Old Apple Tree Park

The Old Apple Tree Park along the Columbia River Renaissance Project Trail is a city park which both honors and preserves the Northwest's oldest apple tree, planted in 1826 by the founder of Ft. Vancouver. Now surrounded on the north by SR 14 and the south by the railroad tracks, the park presents a strong contrast between the cultivated landscape of the past and the hard-edge landscape of the present. Each Fall, an Old Apple Tree Park Festival takes place where a piece of apple pie (and sometimes apple tree seedlings) may be purchased.



COLUMBIA RIVER/EVERGREEN HIGHWAY TRAIL STUDY PROJECT

The Evergreen Highway Trail Project will provide a rewarding trip east, near the Columbia River on an old residential highway to the City of Camas.

Several historic sites date back to British control from Fort Vancouver and early American settlement. The river area was important to Native American activities and settlement as well, but development and “pot hunting” has disturbed these sites leaving no specific resource to visit. Historic markers at a selected area along the bikeway could be installed to provide awareness of the importance of this area to the Native Americans. The Lewis and Clark Expedition campsites are also not accessible, but could be referred to by marker.

The following is a brief description of each of the historic and environmental points of interest along the trail.

Stranger House

“The Stranger House” is historically significant for its close association with the earliest period of settlement in Clark County and serves as a rare example of pioneer plan construction.”



Stranger worked for the Hudson’s Bay Company in England

and came to Fort Vancouver in 1838 to tear down the temporary sawmill and replace it with a larger mill. He supervised the mill for 12 years.

Fisher’s Cemetery

Several remnants of the old community can still be found near present day 164th Avenue, including the building which once housed the community store and the pilings in the Columbia River at the end of 164th. “The cemetery, one of the few remaining remnants of the community, is well preserved and is thought to be the oldest settlers’ burial ground in Clark County”.



WPA Era Fish Hatchery

Directly across from the sawmill site, on the north side of the highway, is the Vancouver Trout Hatchery, which is operated by the Washington Dept. of Wildlife. The attractive hatchery buildings and grounds were constructed in 1936 as a WPA (Works Projects Administration) project as part of President Roosevelt's "New Deal".

Prior to the construction of this fish hatchery, Henry Biddle's son, Spencer Biddle built a small hatchery in the same vicinity and raised rainbow trout which were sold to the Union Pacific Railroad dining car service, Henry Thiele's restaurant in Portland and large hotels in Chicago.



CITY OF CAMAS

Lacamas Lake Park

Lacamas Lake Park is located at Round Lake north Camas. Donated to the citizens of Clark County by Crown Zellerbach (now James River Corporation), Lacamas Lake Park provides a picnic area, play center, hiking trails and excellent fishing for trout, bass, bluegill and perch. South of the lake, below the dam, Lacamas Creek becomes a rushing stream cascading across a unique rock formation called "Pot Holes". Huge old growth trees set off a wilderness area where a nest of ospreys and other native birds attract birdwatchers. Wildflowers, including the camas lily, which blooms in mid-April, abound. Hiking trails cover the 312 acres, providing a ringside view of the natural habitat with its wide variety of wildlife.



Pittock-Leadbetter House

The Pittock-Leadbetter house located on Lacamas Lake is a fine example of Victorian Architecture. It was commissioned by Henry Pittock, founder of the Oregonian Newspaper as a wedding gift to his son and daughter-in-law.



As a member of the construction crew, John Roffler got his first home building experience and his inspiration to pursue a building career.

Roffler Houses

Several houses build by John Roffler can be seen in the City of Camas. Some include: the Alves-Roffler House which was Roffler's first home built for his bride, the Ulrich House built between 1913 and 1914 for his brother Ulrich, the Charles Farrell House, Roffler's grandest house



built for his sister and her husband, who were prominent Camas business people, and several other houses.

Steigerwald Wildlife Refuge and Proposed Interpretive Center

East of Camas, the Steigerwald Wildlife Refuge and proposed Interpretive Center, with construction scheduled for 1994 which will serve as the Gateway to Columbia River National Scenic Area on the Washington side, and will provide wetland



wildlife refuge education in this area of the county. The center will be located in the northeast corner of the refuge with convenient access from the rail and bikeway along the

Columbia River Dike, providing linkage to Cottonwood Beach and the proposed Washington State Park.

Point Vancouver to Cape Horn Trail

The trails plan provides for connection to the Vancouver to Cape Horn Trail at Lawton Creek in the Columbia Gorge Scenic Area. The Pt. Vancouver to Cape Horn Trail leads to the cliffs and scenic views of Cape Horn. Although Clark County enters only a small portion of the



Columbia Gorge Scenic Area, the trail plan provides access to explore trails located in the Gorge.



VANCOUVER/LAKE FELIDA/ RIDGEFIELD AREA

The Vancouver Lake/Felida/Ridgefield Area provides the environmentalists and historian with an opportunity to study the abundant wildlife that inhabits the Vancouver Lake and Ridgefield Wildlife Refuge. Additionally, a historic prune farm and dryer are located at the Anderson/Beletski Prune Farm.

Vancouver Lake

As described earlier, Vancouver provides opportunities to explore the lake and adjacent Columbia River lowlands as well as to picnic at Vancouver Lake Park.



Ridgefield Wildlife Refuge and Interpretive Center

The Ridgefield National Wildlife Refuge, one of the most important nesting grounds for migratory birds (including ducks, swans, sandhill cranes and several subspecies of Canada geese) in the Pacific Northwest provides the individual the opportunity to study the wildlife unique to this



area. The refuge area is historically significant, as well, being "...the site of a major village of Cathlapotle Indians, a band of the Chinook tribe with whom Lewis and Clark traded and spent several nights on their 1804 expedition." A basalt quarry used to obtain cobblestones to pave the streets of Portland is also located on the site.

An interpretive center fashioned after Chinook-style longhouse and a replica of the Lewis and Clark campsite is proposed to be built. Chinook-style art is proposed to be used on both the interior and exterior of the center. The main floor will have a reception area, exhibit hall, auditorium (which can be divided into three classrooms) and an archaeological lab and curation/storage facility.

The camp site will focus on Lewis and Clark and observations made during the expedition.

The Lancaster House/Columbia House

The Lancaster House/Columbia House, which is possibly the oldest frame mansion in the state of Washington, is located north of the Wildlife refuge and visible from the boat launch road north of the Refuge.



BATTLE GROUND/ LEWISVILLE PARK AREA

The Lewisville Park

Lewisville Park is the county's oldest regional park. Built by



WPA (Work Projects Administration) workers during the Depression era, its picnic shelters and historic caretaker's residence are excellent examples of 1930's Rustic Architecture.

Pomeroy Living History Farm

The Pomeroy Living History Farm provides visitors a view into one of Clark County's pre-electric farms. E.C. Pomeroy settled in Clark



County in 1910. The existing farm was built in the 1920's after the first one was destroyed by fire. It was electrified in the 1930's. During the first full weekend of each month from June through October, visitors can learn how the farm operated. There is a tea room where a plowman's lunch or afternoon tea can be purchased on Fridays and Saturdays and special teas and events area featured throughout the year. A gift shop which sells British imports is open all year during the weekend and on certain days during the week.

Moulton Falls Park

Moulton Falls Park, located on the East Fork of the Lewis River, provides historic and environmental experiences from hiking on the Murphy Grade which was built in the 1920's for logging,



visiting volcanic rock formations including pools and low waterfalls cut from the dense lava rock, to studying stands of Douglas Fir, Alder, Dogwood, Hemlock and Willow.

C.A.S.E.E. (Center of Agriculture, Science, and Environmental Education)

The C.A.S.E.E. Salmon Creek Center will provide a full day experience in wetland development, fish management, agriculture studies and environmental design. Part of the Battle Ground School District educational program, C.A.S.E.E. Salmon Creek Centers is an 80-acre site currently in the developmental stages. "The site will include a central structure housing classroom facilities, science laboratories and related facilities for learners of all ages, as well as support staff. Several agencies with a scientific, agricultural and environmental mission will also be allocated space. Other features will include a conference center with breakup rooms designed to accommodate 150 people and a demonstration/food preparation kitchen. An arboretum, nature trail, and organic farming site are being designed in conjunction with demonstrations of the use of recycled plastics, woods, tires, and organic materials. A wildlife and animal habitat area exists and will be complemented by a series of ponds which will demonstrate aquatic habitat, fisheries, and ornamental uses of water.

Cedar Creek Grist Mill

Built in 1876, the Cedar Creek Grist Mill has been restored and is open on a regular basis on weekends. Tour groups, school children and other organizations can tour the mill during the week



by appointment. The Grist Mill is the only grain grinding mill in Washington that has maintained its original structural integrity, grinds with stone and is water powered.

YACOLT/AMBOY/ CHELATCHIE PRAIRIE AREA

The Yacolt/Amboy/Chelatchie Prairie Area is rich in the history of the Klickitat Indians, the McClellan Trail and early pioneer settlement. The original pioneer home where new pioneers stopped before they settled and several Indian food gathering locations can be visited in this area. The Historic Chelatchie Prairie Cemetery and Yale Bridge provide additional insight into the history and ecology of the area.



Although the Amboy/Chelatchie Prairie Area has a rich historic background, (except for the historic homes) a proposed historic museum, bridge and cemetery, much of the history is not easily detected on casual observance. This study, therefore, suggests that this area be given extra support in marking its historically significant sites. The approach suggested below, in addition to pointing out historically significant sites will add a distinct character that should provide added tourist interest. This may

serve as a pilot program for marking other historic places in the county.

North Clark County Historic Museum

The North Clark County Historic Museum will be housed in



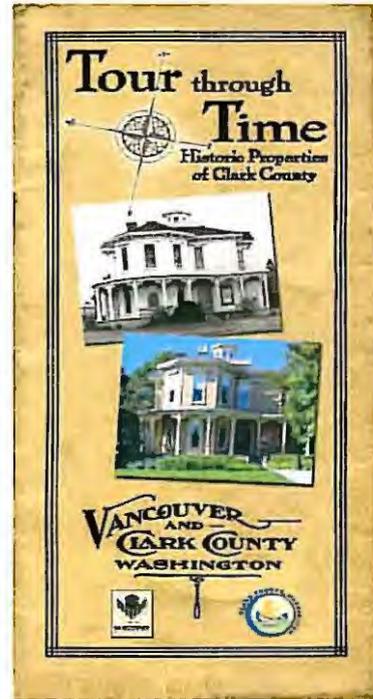
the old United Brethren Church building, which was built in 1910. The building is presently being restored and will display Native American, pioneer and logging exhibits.

Amboy School

The Amboy School is located up the road from the Museum. It has been remodeled and is presently used as a residence. The outside of the building still shows how the old school looked. A marker telling when the school was in session and illustrating how it was used could be placed near the front gate. It could depict the children playing outside on the school ground, ringing the school bell (which will be exhibited in the museum) and showing how the children dressed and worked in the classroom. Additional information could tell how long they went to school and what they studied.

Historic Homes

Many of the first pioneer homes dotting the landscape in the Amboy area provides the visitor a view of what life was like at the turn of the century. These homes are used as present day residences and the owners have somewhat maintained the original appearance. Some of the houses have been restored while others show the wear of time, providing a pleasant view into the home life of this small rural area. Markers could be placed at each home showing the name of the original family and the date the house was built. A map showing the location of each house and telling the history of the area would provide an interesting self guided tour for bicyclists, walkers and motorists.



Chelatchie Prairie/Tumtum Mountain

The Chelatchie Prairie, quickly disappearing to suburban development, was an important food gathering area for the Klickitat Indians, who traveled from the Yakima area to Mt. St. Helens and Mt. Adams to gather berries, to the Chelatchie Prairie and surrounding area to gather and process camas root and bracken fern and to Fort Vancouver to trade. Located in the prairie near the Mt. St. Helens National Monument Headquarters, is a field where camas lily blooms.

This field is also the site of one of the Indian camas root food processing locations. From the field, is a view of Tumtum Mountain, a distinctive landmark and a special place to the Indians. A small bicycle and pedestrian rest stop could be provided in this general location. A special historic marker could be placed which would include a paved central area with information imbedded into the pavement telling about the significance of the area and which would show



a map of the area as it was used by the Native Americans. The rest stop could be located to provide a view of Tumtum Mountain and a sculpture of Indian women and children digging camas root could be placed in the foreground. Camas lilies could be planted en masse around the sculpture for visitors to see bloom. A description of the native plants important to the Klickitat with pictures or relief sculptures

showing what the plants look like can be included in a sitting wall near the sculpture. Rocks or benches can be provided upon which visitors can quietly sit, eat their lunch and experience what the area was like when the Indians came to gather and process the food. A description of how the food was processed and, if feasible, a replica of the root processing ovens could be located off to the side of the central part of the area.



Regional Trail & Bikeway
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SECTION IX
FUNDING



Proud Past, Promising Future

SECTION IX. FUNDING FOR TRAIL PROJECTS



Regional trail and greenway projects can take years to grow from concept to reality. They are often quite complex, involving many land owners and the help of hundreds – or thousands – of citizens. Determining a workable alignment, securing the trail right of way and finding the resources for trail construction all take time, energy and money.

Regional trails are typically built in phases as funding becomes available and trail alignments are secured. Some projects have received big boosts from special dedicated funding sources – such as Metro’s 1995 open spaces, parks and streams bond measure. Other projects are built one section at a time, a new stretch of asphalt added year after year after year.

State and federal support has been instrumental in planning and building the regional trails system. In 1998, the Transportation Equity Act for the 21st Century authorized federal transportation dollars for trail projects. In recent years, a number of regional trail projects have been funded through the Metropolitan Transportation Improvement Program, which disburses federal and state transportation money in the Clark County metropolitan region.

For each project, different strategies are used. Pieces of trails are built, gaps are filled, key acquisitions are made and local land owners agree to participate. Each step moves us along the path to our goal of regional trail network linking together our communities.

A variety of potential funding sources are available to construct the proposed bicycle and pedestrian improvements; these include local, state, regional, federal and private programs. Most funding programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits.

Local funding for these projects would typically come from Clark County or potential future bond or other local revenues. Funding at the state level is available through resources such as the Interagency Committee for Outdoor Recreation (IAC).

The primary federal funding source is U.S. Department of Transportation (USDOT), through the Transportation Equity Act for the 21st Century (TEA-21). Private funding may be found through foundations, advocacy organizations and businesses.

Federal Funding – Other Programs



Federal resources are available through programs concerned with conservation, community development, and public health.

The following is a partial list of potential grants and their federal sources:

1. Land and Water Conservation Fund Grants, US Forest Service
2. Community Development Block Grants, US Department of Housing and Urban Development
3. Conservation Reserve Program, US Department of Agriculture
4. Wetlands Reserve Program, US Department of Agriculture
5. Watershed Protection and Flood Prevention Grants, US Department of Agriculture
6. Urban and Community Forestry Assistance Program, US Department of Agriculture
7. Small Business Tree Planting Program, Small Business Administration
8. Public Works and Facilities Development Economic Development Grants, US Department of Commerce
9. Design Arts Program, National Endowment for the Arts

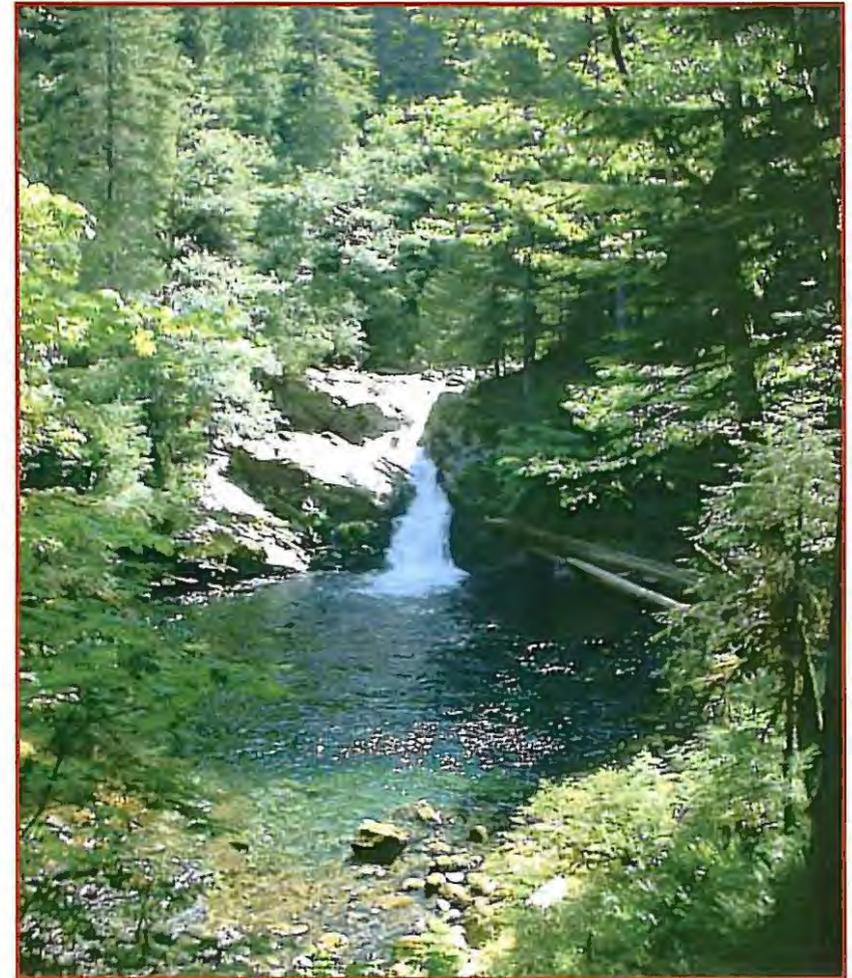


State and Local Funding

The Interagency Committee for Outdoor Recreation (IAC) is a main source for funding at the state level. IAC administers several grant programs for recreation and habitat conservation purposes. Depending on the program, eligible project applicants can include municipal subdivisions of the state (cities, towns, and counties, or port, utility, park and recreation, and school districts), Native American tribes, state agencies, and in some cases, federal agencies and nonprofit organizations.

Other Funding Sources

A funding strategy for trail development should seek resources nationally as well as locally, and from the private bodies as well as government agencies. Many foundations and corporations offer grant programs targeting such general area as conservation, recreation and transportation alternatives, and such specific areas as bicycling, habitat preservation, and trail development. Some valuable sources for researching such funds are referenced in the appendix per the example below.



Regional Trail and Bikeway Systems Plan

Controlling Agency	Washington State Interagency Committee for Outdoor Recreation
Program/Source	National Recreation Trails Program
Purpose	<ul style="list-style-type: none"> To rehabilitate and maintain motorized and non-motorized recreational trails that provide/support a backcountry experience.
Eligible Projects	<ul style="list-style-type: none"> Rehabilitation Maintenance Education Development of trailhead facilities or new trails if closely linked to existing trails (acquisition and most new development projects not eligible)
Geographical Restrictions	<ul style="list-style-type: none"> Program focuses on projects that support backcountry experiences
Funds Available	<ul style="list-style-type: none"> Since 1994, \$7.25 million for 245 projects. In fiscal 2005, \$1.23 million was awarded.
Availability for Trails	<ul style="list-style-type: none"> Specific allocation for trails (30% motorized; 30% non-motorized; 40% "diverse" use required ratio.) Grant cycles occur on annual basis
Revenue/Tax Base	<ul style="list-style-type: none"> Federal gasoline taxes attributed to recreational, non-highway uses.
Eligible Recipients	<ul style="list-style-type: none"> Local governments (towns, cities, etc.), nonprofits, state agencies, tribes, federal agencies.
Grant Limits	<ul style="list-style-type: none"> Minimum \$5,000 Maximum \$50,000 Education project limits \$5,000 - \$10,000
Sponsor Match	<ul style="list-style-type: none"> Minimum 20% of total project cost
Comments	<ul style="list-style-type: none"> Project review criteria focus on need, project support, readiness to proceed, etc.
Contact	Interagency Committee for Outdoor Recreation 1111 Washington Street SE P.O. Box 40917 Olympia, WA 98504-0917 Kamie Bunes – Project Manager for Clark County (306) 902-3019

1. Urban Parks Institute (Project for Public Spaces)
http://urbanparks.pps.org/topics/funding/greenway_sources
2. Trails and Greenways Clearinghouse (Rails-to-Trails Conservancy)
<http://www.trailsandgreenways.org>
3. The Washington Foundation Data Book
<http://www.foundationdatabook.com/walinks.html>
 C&D Publishing, 1017 SW Morrison #500
 Portland, OR 97205
 (503) 274-8780, info@foundationdatabook.com
<http://www.fdncenter.org>
4. The Foundation Center
<http://www.fdncenter.org>

As some funders will not accept unsolicited grant requests, or will only give grants to other non-governmental organizations, a fundraising strategy should attempt to identify and make use of intra-organizational relationships and partnerships, in addition to simply identifying potential funders. Below are several examples of the many non-governmental funding sources available nationwide.

The IAC's Washington Wildlife Recreation Program has a specific trail component.

A variety of other creative funding options should also be considered for funding trail development. Grant funding can be a component of a larger comprehensive funding strategy that includes:

- A. Local bond referenda
- B. Annual appropriations through a capital improvement plan
- C. Creation of a new trust fund for land acquisition and facility development specific to a trails and pedestrian system
- D. Private-public partnerships – creating relationships with businesses and developers that would benefit from trail construction
- E. Private sponsorship programs (“Adopt-a-Trail”, “Buy-a-Foot”)
- F. Provide encouragement and support of a “Friends of . . .” group – such a volunteer organization could raise funds from the private sector.



Regional Trail and Bikeway Systems Plan

PROPOSED 2006-2007 PROJECTS

Description	Project Estimate	Length	Built	Trail Classification	Jurisdiction	Available Funding Source	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lewis and Clark Discovery Trail Elsworth to Leiser/Winter Park	10 million	2.2		A1	COV	TEA				KEY
Lewis and Clark Discovery Trail Esther Short Park to Mill Plain and Boise Waterfront Trail	.72 million	0.6		A1	COV	-				KEY
Chelatchie Railroad Trail St. Johns to 119th	6.96 million	5.8		A4	UUA	IAC				KEY
Chelatchie Railroad Trail 199th through City of Battle Ground	2.04 million	1.7		A4	COBG	IAC				KEY
Chelatchie Railroad Trail Moulton Falls to Yacolt	3.24 million	2.7		A4	R	TEA				KEY
Salmon Creek Greenway Trail Kliline Ponds to WSU Campus	3.12 million	2.6		A1	UUA	IAC				KEY
North Fork Lewis River Trail Yale Dam to Stouxon Creek Park	2.22million	3.7		A3	R	IAC				KEY
Whipple Creek Trail Fairgrounds to Whipple Creek	1.2 million	1.0		A3	R	PUUA				KEY
Whipple Creek Trail Whipple Creek to Salmon Creek	1.8 million	1.5		A1	R/UUA	IAC				KEY
East Power Line Trail Evergreen Transit Center to SE 162nd Avenue	1.44 million	1.2		A2	COV	TEA				KEY
East Power Line Trail Firstenburg Community Center to NE 18th Street	.5 million	0.5		A2	COV	TEA				KEY
Washugal River Regional Trail Bridge over Washugal River	1.5 million	0.5		A1	COC	IAC				KEY
Camp Bonneville Trail Heritage Trail to Green Mountain Golf Course	.9 million	0.75		A2	R	PUUA				KEY
Camp Bonneville Trail Mountain Golf Course to 54th St.	1.44 million	2.4		A2	R	PUUA				KEY

Jurisdiction Legend: R= Rural, UUA= Urban Unincorporated,
COBG= City of Battle Ground,
PUUA= Proposed Urban Unincorporated, COV= City of
Vancouver, COC= City of Camas
IAC= Interagency Committee for Outdoor Recreation, TEA=
Transportation Enhancement

EDUCATION STRATEGY

Effective trail and bikeway programs should include several areas of education including bicycle and walking safety and conduct, way finding, and environmental and cultural education.

A thoughtfully designed trail and bikeway system will connect our community through geography, cultural history, and the diverse environment of Clark County. Through the trail experience, the landscape can be interpreted and the user can learn while in motion or at rest. Connecting and signing points of special interests by trail linkages allows trail users to learn about their community through self guided exploration or organized education programs.

Trail and bicycle safety education is paramount in the implementation of a trails plan. Site lines, visibility, topographic grade, and road crossings will present themselves as challenges during the implementation of this plan. Adhering to trail design standards outlined by AASHTO and the State of Washington can provide a safe and rewarding recreational experience for users. In addition, bicycling clubs and walking advocates promote safety education to all skill levels through local school programs and by organizing volunteer events. A successful trails plan will promote safe recreation and seek to improve the relationship between motorists and all forms of non-motorized users.

Clear and effective signage can promote appropriate trail conduct and facilitate travel between destinations. As identified in the 2004 City of Vancouver Paths and Trails Plan

and trail watch program, establishing volunteer “trail stewards” can facilitate enforcement of trail rules while fostering stewardship of our trail system. Encouraging individual respect for public facilities and private property are important elements of effective trail programs.

Get Involved

Local jurisdictions, park and trail advocates, property owners and citizens are all involved in planning the regional trails and greenways system. Committees and working groups focus in on individual trail projects and help design and support the vision for an interconnected system

PUBLIC CONTACT INFORMATION:

Vancouver Clark-Parks & Recreation Website -
www.vanclarkparks-rec.org
360-619-1111

VANCOUVER-CLARK
**PARKS &
Recreation**

Regional Trail & Bikeway
Systems Plan
2006

APPENDIX



Proud Past, Promising Future

Regional Trail and Bikeway Systems Plan

APPENDIX A: Community Advisory Meetings Meeting #1 and #2



Clark County Trail and Bikeway System Plan
Lewis & Clark Bicentennial Legacy Project 1996 - 2006

COMMUNITY ADVISORY MEETING NO. 1
Wednesday, July 20, 2005 4-6 PM
Clark County Licensing and Elections Building
Room 226/ 1408 Franklin Street

Agenda:

- 4:00 Welcome and Introductions—Florence Wager, CAC chair
- 4:20 Review agenda – Kristin Hull, Jeanne Lawson Associates
- 4:25 Plan overview and schedule – Kelly Punteney, Vancouver/Clark Parks and Recreation and Tim Schauer, MacKay & Sposta
- 4:35 Committee charge, decision-making and protocols – Kristin Hull, Jeanne Lawson Associates
- 4:55 Review 1992 plan – Tim Schauer, MacKay & Sposta
- 5:15 Review findings from workshops – Lisa Goorjian, Vancouver/Clark Parks and Recreation
- 5:25 Review plan goals and objectives – Tim Schauer, MacKay & Sposta
- 5:40 Trail Symposium update—Kelly Punteney, Vancouver/Clark parks and Recreation
- 5:45 Public comment
- 5:55 Next steps/future meetings – Kristin Hull, Jeanne Lawson Associates

Next Meeting: August 10, 2005

Future Meetings are scheduled for August 10, September 21 and November 6th.

Community Advisory Committee Members				
• Debbie Abraham	• Don Connard	• Dave Gost	• Pete Lewis	• Florence Wager
• Jeanne Barnett	• Dr. Joe Cole	• Chris Hathaway	• Burt Paynter	• Reed Watts
• Kim Berneit	• Roger Daniels	• Dennis Hatton	• Bridget Schwarz	• Barb West
• Bill Bird, Sr.	• Bill Dygert	• Dennis Johnson	• Sue Swendsen	• John Westman
• Dan Bower	• Joey Furstenberg	• Mike Lamb	• Larry Swetsch	• Russ Zornick
			• Stuart	



Clark County Trail and Bikeway System Plan
Lewis & Clark Bicentennial Legacy Project 1996 - 2006

COMMUNITY ADVISORY MEETING NO. 2
Wednesday, August 10, 2005 4-6 PM
Clark County Licensing and Elections Building
Room 226/ 1408 Franklin Street

Agenda:

- 4:00 Welcome and Introductions—Florence Wager, CAC chair
- 4:10 Review agenda – Kristin Hull, Jeanne Lawson Associates
- 4:15 Adopt Meeting Summary including meeting protocols—Kristin Hull
- 4:20 Public comments on non-agenda items—Kristin Hull
- 4:25 New Plan Workshop—Part I—Tim Schauer/MacKay & Sposta, Inc.
 - ⇒ Current plan critique
 - ⇒ Current gap analysis
 - ⇒ New regional trail suggestions
- 5:20 Review trail attributes—Tim Schauer
- 5:45 Trails Update—Kelly Punteney, Vancouver/Clark Parks and Recreation
- 5:50 Next Meeting/Action Items—Kristin Hull

Next Meeting: September 21, 2005

Future Meetings are scheduled for September 21 and November 6th.

Community Advisory Committee Members				
• Debbie Abraham	• Don Connard	• Dave Gost	• Pete Lewis	• Florence Wager
• Jeanne Barnett	• Dr. Joe Cole	• Chris Hathaway	• Burt Paynter	• Reed Watts
• Kim Berneit	• Roger Daniels	• Dennis Hatton	• Bridget Schwarz	• Barb West
• Bill Bird, Sr.	• Bill Dygert	• Dennis Johnson	• Sue Swendsen	• John Westman
	• Joey Furstenberg	• Mike Lamb	• Larry Swetsch	• Russ Zornick

Regional Trail and Bikeway Systems Plan

APPENDIX A: Community Advisory Meetings Meeting #3



Clark County Trail & Bikeway System Plan
Al Lewis & Clark Bicentennial Legacy Project 1806 - 2006

COMMUNITY ADVISORY MEETING NO. 3
Wednesday, September 21, 2005 4:00 - 6:00 PM
Clark County Health Dept / Auditorium (to the right of entrance)

Agenda:

Meeting Goals

- Understand trail design as it relates to different user groups
- Prioritize criteria for including trails in the system plan
- Begin discussion of policy recommendations to be included in the plan

- 4:00 Welcome and introductions — Florence Wager / CAC chair
- 4:05 Review agenda — Kristin Hull / Jeanne Lawson Associates
- 4:10 Adopt Meeting Summary — Kristin Hull
- 4:15 Trail Field Inventory worksheet review — Tim Schauer / Mackay & Sposilo, Inc.
- 4:25 *Map Review — Tim Schauer
- 4:35 User group needs — Tim Schauer
 - Equestrian trail users — Sue Svendsen
 - Water trail users — Chris Hatheway
 - Others

Continued on Page 2 →

Next Meeting: **October 21, 2005 (not previously scheduled)

Please mark your calendars for an additional meeting on October 21st: We have added a meeting, not previously scheduled in October, to begin reviewing the written Master Trails Plan.

Community Advisory Committee Members				
• Debbie Abraham	• Don Cannard	• Dave Gast	• Pete Lewis	• Florence Wager
• Jeanne Bennett	• Dr. Joe Cole	• Chris Hatheway	• Burt Paynter	• Reed White
• Kim Bennett	• Roger Daniels	• Dennis Hatten	• Bridget Schwarz	• Barb West
• Bill Bird, Sr.	• Bill Dygert	• Dennis Johnson	• Sue Svendsen	• John Wiesman
	• Joey Furstenberg	• Mike Lamb	• Lamy Swatish	• Russ Zornick



Clark County Trail & Bikeway System Plan
Al Lewis & Clark Bicentennial Legacy Project 1806 - 2006

AGENDA (Continued)

- 5:05 Trail type matrix — Tim Schauer
- 5:15 Trail Criteria — Bruce Appleyard / Appleyard & Associates
- 5:45 Brainstorming on recommendation topics — Tim Schauer
- 5:55 Trail symposium update — Kelly Purstoney / Vancouver Clark Parks & Rec
- 6:00 Next meeting info / adjourn — Kristin Hull

*Map will be provided at meeting

Materials included in packet:

- Updated inventory scoping report
- Draft Criteria
- Recommendation Topics
- Trail Matrix

Notes

Regional Trail and Bikeway Systems Plan

APPENDIX A: Community Advisory Meetings Meeting #4 and #5



Clark County Trail & Bikeway System Plan
A Lewis & Clark Bicentennial Legacy Project 1806-2006

COMMUNITY ADVISORY MEETING NO. 4
Wednesday, October 19, 2005 4:00 - 6:00 PM
Clark County Elections Bldg / Room 226
1408 Franklin Street

Agenda:

- 4:00 Welcome and introductions – Florence Weger / CAC chair
- 4:05 Review agenda – Florence Weger
- 4:10 Adopt Meeting No. 2 and No. 3 Summary – Florence Weger
- 4:15 Map Review – Tim Schauer
- 4:30 Project Identification/prioritization – Tim Schauer
- 5:00 Review Plan Document – Tim Schauer / Florence Weger
- 5:50 Trails Symposium – Kelly Purteney
- 6:00 Adjourn

Updates:

- Please respond to the criteria weighting exercise sent to you via e-mail by Kristin Hull prior to Wednesday, Oct 19
- Comments due on the Trails Master Plan by October 28th – email to:

dpaulk@macyspsosho.com

Or mail to:

Debra Paulk
MacKay & Spozilo, Inc.
1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Next Meeting: November 16, 2005—Clark County Elections Bldg

REMINDER: TRAILS SYMPOSIUM - Hilton Hotel - November 4th

Community Advisory Committee Members				
• Debbie Abraham	• Don Cannard	• Dave Gaal	• Pete Lewis	• Florence Weger
• Jeanna Bennett	• Dr. Joe Cole	• Chris Hathaway	• Burl Paynter	• Reed Wata
• Kim Barnett	• Roger Daniels	• Dennis Hatzon	• Bridget Schwarz	• Barb West
• Bill Bird, Sr.	• Bill Dygart	• Dennis Johnson	• Sue Svendsen	• John Wiseman
	• Joey Furstenberg	• Mike Lamb	• Larry Switich	• Russ Zornick



Clark County Trail & Bikeway System Plan
A Lewis & Clark Bicentennial Legacy Project 1806-2006

COMMUNITY ADVISORY MEETING NO. 5
Wednesday, November 16, 2005 4:00 - 6:00 PM
Clark County Health Department / Auditorium Room
Across from Clark College

Agenda:

- Meeting Purpose:**
- Review plan revision and adoption process
 - Share results of criteria ranking process
 - Gather CAC input on implementation recommendations

- 4:00 Welcome and Introductions – Kristin Hull
 - Review Agenda
- 4:10 Plan revision and adoption process—Tim Schauer
 - CAC review period
 - Other public review
 - Plan revision
 - Plan adoption schedule and CAC role
- 4:30 Criteria weighting—Tim Schauer
- 4:45 Implementation recommendations—Tim Schauer
- 5:15 Trails map review—Tim Schauer
 - Final comment and changes
- 5:30 Public comment
- 5:40 Report on trails symposium—Kelly Purteney
- 5:50 Closing remarks—Tim Schauer
- 6:00 Adjourn

Next Meeting:

Enclosed Materials: Implementation Recommendations
Criteria Weighting Example

Community Advisory Committee Members				
• Debbie Abraham	• Don Cannard	• Dave Gaal	• Pete Lewis	• Florence Weger
• Jeanna Bennett	• Dr. Joe Cole	• Chris Hathaway	• Burl Paynter	• Reed Wata
• Kim Barnett	• Roger Daniels	• Dennis Hatzon	• Bridget Schwarz	• Barb West
• Bill Bird, Sr.	• Bill Dygart	• Dennis Johnson	• Sue Svendsen	• John Wiseman
	• Joey Furstenberg	• Mike Lamb	• Larry Switich	• Russ Zornick

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #1



COMMUNITY ADVISORY MEETING #1 MEETING SUMMARY OF JULY 20, 2005

4:00 WELCOME AND INTRODUCTIONS

Florence Wager welcomed the guests to the first CAC meeting. Members introduced themselves to the group.

4:20 REVIEW AGENDA

Kristin Hull with Jeanne Lawson Associates introduced herself as the meeting facilitator and the agenda was reviewed.

The agenda will be sent ahead of the next meeting and a summary of the prior meeting will be distributed to members the Friday before the next meeting.

We will take public comment at the beginning of the meetings with a 10 minute maximum and 3 minutes max per person. We will take general comments at the end of the agenda items. We will take agenda questions as we go, but not to exceed the time allotted for each segment.

4:25 PLAN OVERVIEW AND SCHEDULE

KELLY PUNTENEY

MacKay and Sposito, Inc has been hired as a consultant to plan recreational trails that will attract people from various users such as walkers, runners, bicyclers, equestrians, water trail users, etc. that will connect throughout Clark County.

Page 1 of 5

The responsibility of the plan meeting the needs of various user groups will come from a Community Advisory Committee who will be responsible for soliciting input from their constituents and providing that feedback to the consultants and the Clark County Commissioners.

The project schedule was reviewed (a copy can be found and it was noted that there will be a Trails Symposium held at the Hilton Hotel on the evening of November 4th which is open to the public wherein they will be able to share their thoughts and ideas regarding the plan.

The final draft of the plan will be presented to the Board of County Commissioners on April 6, 2006.

TIM SCHAUER

He encouraged members to talk to other people in the community about the trails program. Tim will arrive 30 minutes before the meeting times to discuss any issues or answer any questions.

If a member can no longer serve on the CAC committee, it is our hope that they can appoint a replacement to finish the workshops.

4:35 COMMITTEE CHARGE – DECISION MARKING AND PROTOCOLS

KRISTIN HULL

The charge document for CAC members was reviewed and minor changes were made. A revised version will be circulated at the August 10th meeting.

The parking lot procedure was reviewed. If members have questions that do not pertain to the agenda items, they can complete a post-it note found on the tables and paste it to the board labeled "Parking Lot".

The CAC will make recommendations as a consensus – defined as a decision that is best for the group, not just individually.

At what point do we meet group consensus? Tim recommends the balancing of the user groups, not just members in attendance, be weighted when determining consensus.

As a group, we will not revisit an issue unless it is the desire of the whole group.

Please share the information learned at the meetings with your constituents and let Kelly Puntaney know if there is something we need to discuss as a group.

Page 2 of 5

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #1

All agenda item suggestions should be forwarded to Kaily Puntaney.

Media interviews should express the viewpoint of the CAC group, not on an individual basis.

REVIEW 1992 PLAN

TIM SCHAUER



Page 3 of 5

Tim reviewed the top 12 trails that were envisioned in Clark County. We need to recognize what was built and are there new alignments? The display maps depicted major urban activity centers where people move from point to point. There are focus points for us to consider as we look at the planning aspect.

There are reaches within those trails that would be measured and identified.

We will discuss alignments first and then get into more detail about criteria for the trails – inventory of sidewalks, paved roads, dirt roads, etc. Also, does a trail connect from Point A to Point B?

He suggested that we form a map subcommittee that can work with us on identifying key spots on the trail system and assisting with an accurate inventory of existing trails. We can provide maps without the orange lines to be marked up for additional trail info.

A question arose about the definition of a "water trail". It is defined as a trail that runs through a body of water for users such as kayakers. They would be interested in knowing where the water trails could run from shore to shore and where places would be for them to dock their kayaks.

5:15 REVIEW FINDINGS FROM WORKSHOPS

LISA GOORJIAN

Review of the public comment forms from the open house workshops. (Summary information included in CAC binders) This comment form can also be found online at the Park and Rec website (www.vanclarkparks-rec.org). The general public can comment online.

5:25 REVIEW PLAN GOALS AND OBJECTIVES

TIM SCHAUER

We will review a goals and objectives list.

- 1) Framework of major trails
- 2) Preserve and identify????
- 3) Increase usership in county – obesity is #1 health issue in the United States. Clark County ranks as the highest rate of obesity in Washington State.

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Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #1

5:40 TRAILS SYMPOSIUM UPDATE

KELLY PUNTENEY

We want the public involved in a plan THAT GETS BUILT. Our goals are as follows:

1. Alignments that are realistic
2. Balance needs of all users
3. Increase broad base public support
4. Trails will be a legacy project
5. Some trails can be built because they are related to existing and future construction projects and some trails will be a construction project of their own
6. It has to be well supported from transportation and the parks department.

The goals and objectives of the plan are published in the RFP document. We will make a copy of those objectives for the CAC member.

We will have manned booths for the Trails program at the Clark County Fair this year.

The Funding Strategy Committee for the financing of the construction of the plans was discussed. This will be a separate committee whose goals will be to work on funding strategies for the construction of the trails plan. CAC members are welcome to be a part of this group and those members will be identified in early October.

5:45 PUBLIC COMMENTS

The Evergreen Homeowners Association has stated that Evergreen Hwy and Riverside Drive homeowners are seeing a lot of traffic along that area and have stated that safety is their number one priority for walkers in that area. They will offer volunteers to distribute surveys to users. Mr. Johnson offered to distribute project information cards to walkers in that area.

5:55 Next Steps/Future Meetings

Kristin Hull

The next meeting is scheduled for August 16th. We will solicit feedback from the members whether 4:00-6:00 works the best for most members prior to the next meeting and the time will be recorded on the next agenda.

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Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #2

CAC MEETING #2 SUMMARY August 10, 2005 CRITIQUE #2 PLAN

Master Plan gives guidance to other agencies.

New trails within BPA Corridors

Un-built trails – some are on un-owned right of way

BPA easement transferable

CPU/BPA/HDSO – we will be coordinating with these agencies

Plan will interface with Clark County's Transportation Department

Sue Svendsen – question about equestrian trails being planned?
Response: Equestrian trails are part of the 1992 plan

Vancouver Lake – Lowlands to Battleground Lake

Relative critique of 92 plan – what are users of trails – what are intended user groups?

Larry Swalish – is with Chinook Trails Association – addressing Sue Svendsen- the multi-use trails are heavy enough to sustain horses

How do we label trails in the ultimate plan? Line types – bicycle/sidewalk/everyone/isolated groups

Critique – find better way to label trails

Larry – I-5 Discovery Debate – I-5 to 219th – State needs to accommodate bicycle sidewalk

Lean on Highway Dept – 139th Street – sacrifice fair grounds
Focus on major freeway intersections

Comment from the Group regarding the 92 plan:

Are we asking for a re-affirmation of the 10 regional trail corridors and 5 off road?
Yes, we are looking for affirmation of those 10 trails – Are they relative today? We are looking for a community view?

Joe Cole – Relevance of Section 15/205 intersection – Should we shift west – look at how trail was developed.

Columbia Adventist Academy – not clear on map – not connected

How do we connect to secondary trails – Meadowglade area is an undeveloped trail – is it private land?

ATV Trails – where - Jones Creek?

Bill Dygerit – Vancouver Lake corridor trails – we need to be sensitive to habitat conditions

Lewis & Clark RR from start to finish – hugely important
Open Houses #1 comments – Chelatchie Prairie RR – when will it be finished?
#2 comment – Vancouver Lake trails

Sean Loughran – be careful to take trails off master plan – look at why they were on there originally

Gap Analysis

Frenchman's Bar – Columbia Refuge
Refuge – Woodland (gap in network)

Sue Svendsen

Frenchman's Bar – Whipple Creek
Fairgrounds to Salmon Creek Greenway to BG Lake
Fairgrounds to Whipple Creek – currently city owned – gap across 11th

Tim – gap from Camas to Washougal

Lacamas – Green Mountain – Camp Bonneville

Bill Dygerit – Moulton Falls to Sunset Falls – look at for a trail

Bill Dygerit – Reservoir on North Fork – chaco water trail

Columbia River – Water trails – send off from Vancouver Lake to mouth of main Lewis then North fork and East fork – Merwyn Yale Reservoir

Sean Loughran – PDX working on connection from urban area to large public lands
Vancouver needs to look at that

Tim – Kelly wants include map of how PDX connects to Clark County

Joe – 219th new corridor

Tim – clarify how are we going to use inventory scope?

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #3

CAC Meeting Summary #3 September 21, 2005

- Group feels that the Inventory Worksheet needs a cover sheet that explains its purpose.
- **Power Line Trails** – Add footnotes for BPA corridor on map (Trails across private property should be captured in narrative) (Is there a way to present topography?)
Tim – not within the scope of this plan

EQUESTRIAN PRESENTATION (Sue Svendsen)

- Group suggested proper signage for yield criteria
- Oregon has a law that yielding to horses is a priority
- Push button light system for horse crossings is being used all around the country
- Crushed stone gravel is the preferred surface with logs or other barriers on each side
- Woodchips over well drained surface are okay, but not best
- Most used horse trails: Daidle Ground Lake/Whipple Creek – these are contained and separated from the regional system
- Salmon Creek is great, but there are no places to park horse trailers.
- (Tim) – parking facilities at access points – will this generate more interest in other trails that are desirable, but not accessible
- Transportation time to and from trails is an issue for the horse rider – how far they have to travel to use parking facilities depending on how long of a ride they are going to go on

WATER TRAIL USERS - Chris Hathaway

- Water trails – non-motorized – desirable – connect trails to local businesses such as restaurants that are within walking distance
- This user group needs shore access points (kayaks) – the goals of the lower Columbia River is every 5 miles. Amenities in need at these points are bathrooms, racks, signage, camping
- Standard WA state law has used every 5 miles as a guide – average speed of user is 3MPH
- Boat launches are OK – shared use trail heads makes more sense (non motorized and motorized)
- Need to continue tweaking access points for non-motorized boats so they have safer launching/landing facilities
- Restrooms and parking are important for water trail users
- Kayak racks on land are an idea so they can visit restaurants at landing sites
- Group asked: What are ideal situations for launch sites?
Publication – See: Logical Launching Guides
- Certain areas should be designated non-motorized access only
- Camping – amenity that's useful along trails
- Maps to know when they can get on or off the water trails
- His group is working on signage for landings facing the water – signage also focusing on safety, etc.
- Vancouver Lake – is a unique amenity in that it only hosts non-motorized usage
- Plan facilities to serve multiple user groups. Paddlers are in need of exclusive facilities

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #3

TIM SCHAUER

- Defining accessibility as a way to begin using the trail – does it have trailhead parking?
- Maximize user groups and maximize users could be 2 different categories with several sub lists underneath them

Bill Dygert

- What is it that we are seeking with these criteria?
We need to understand what it means
- Let's use same ranking process that state uses in funding facilities
- Trails that improves linkage gets higher priority
- Look at vulnerability of losing that trail opportunity

SUE SVENDSEN

- Look at proportionality for users – there may be 2 equestrian trails that are heavily used yet there may be 40 walking trails that have a different degree of users

Additional Criteria SUGGESTED BY CAC

- Community safety
- Community support (such as Chelatchee Prairie RR – tremendous amt of community support)
- Safety might have its own dominant criteria

SEAN LOUGHLIN

- ADA criteria should be moved to maximize user groups instead of accessibility
- ADA improvements certainly will gain points in the grant process
- Environmental Permitting – educational opportunities – positive environmental criteria

CLOSING COMMENTS

KELLY PUNTENEY

- He has submitted a grant for an in-depth study of the railroad trail alignment plan. There are Parks & Rec dollars that will be matched and \$25,000 from the Transportation department.
- If the grant is approved, then we should be prepared to go after building Phase I of that trail.

NEXT MEETING – OCTOBER 19, 2005 - Clark County Elections Bldg

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #4

CAC #4 Meeting Summary October 19, 2005

Florence opened the meeting

Attendees:

Debbie Abraham
Lisa Gouglan
Bob West
Larry Swinish
Don Cannard
Dennis Johnson
Dennis Hatton
Sean Laughman
Pete Lewis
Kelly Pustoney
Tim Schauer

Tim displayed the final version of the map with the 16 regional trails
The Plan contains written descriptions of the 16 trails which also lists the reaches along the trails.

Tim has been working with Kelly on cost analysis on construction of the trails

Tim – we added trails after meeting with DNR

Some trails follow forest service roads or parallel trails along service roads
Livingston Mountain – Dole Valley

Priority – to keep buffer away from off-road vehicle folks

Water Trail Summary – any trails that is watershed – have an icon that is a water trail
opportunity

Don Cannard – would like to see Chinook trail mentioned – there is a piece built between
Bells, Tarbell and Silver Star Mountain, but not mentioned

Suggestion – signage needs to be consistent throughout the county

Cost breakdown – maybe a table that breaks down each type of user

Maybe a comparative analysis of roads

Maintenance costs?

Tim – how do we want feedback collectively?

Add kids as a user group?

Sue – maybe a policy remark in beginning – liability factor – horses?
We don't have criteria for that plan for how you handle that decision making

Discussion on criteria ranking – an email was sent to CAC members asking that they
complete the criteria ranking exercise

A rough draft of the Trails Plan was given to CAC members. At the last meeting, we will
be discussing comments about the Plan

Regional Trail and Bikeway Systems Plan

APPENDIX B: Community Advisory Meeting Summaries Meeting Summary #5

CAC #5 Meeting Summary
November 16, 2005

Florence announced that the Trails Symposium is now being played on TV

CAC comments will be returned by November 28 and will be reviewed with the public comments on January 15th

Tim Schnuer encouraged future participation with Trails through attending meetings in the public agency process

We will email CAC members of dates of other workshops as they come up

A draft Trails plan will be available to the public via CD

CAC constituent comments need to be returned by January 15th

Tim explained the criteria weighting exercise to the group. The parks staff will come up with a system for weighting the criteria.

The 2006 Clark County Road Atlas contains all the public trails now built and is available on the website

The group reviewed the "Implementation Section" of the plan and made several requests for revisions. This section of the plan will be revised and an updated copy will be emailed to the CAC members.

R2

Add trail etiquette signage
trail jurisdictions for policing trails

Education about safety and economic benefits of trails in neighborhoods

Water trail marker picture from Chris Hathaway

On the map, add icons for user groups (specifically horses)

Add equestrian usage of trails within the text of the plan –which trails are they not allowed on

Add definitions of types of trails – definition of legend on the map

Regional Trail and Bikeway Systems Plan

APPENDIX C: Community Trail Funding Advisory Committee Agendas February 8, 2006 and March 1, 2006

AGENDA

Clark County Trail and Bikeway System Plan
Community Trail Funding Advisory Sub-Committee, Meeting #3
4-5:30 p.m., February 8, 2006

Public Services Building, room 678
1408 Franklin Street, Vancouver

- 4:00 Welcome –Florence Wager, Trails CAC chair Review agenda – Refine possibilities and develop recommendations -Florence
- 4:05 Funding framework and profiles, (handouts) – George, Bill and Paul
- 4:20 Group Discussion
- 5:00 Trail Plan Initiatives 2006-8 Kelly and Lisa
- 5:05 Around the table
- 5:20 Review BOCC workshop trail funding component – Tim Schauer
- 5:25 Next steps/Workshop with BOCC March 15 – Florence Wager
- 5:30 Thank you, Adjournment

Future activities

Tuesday, March 15, workshop with BOCC 10:30 -11:30

Thursday, April 6th, At the Columbia River Amphitheater 11:00

Signing of the Document

Thursday June 1 National Trails Day - Trail Project Kick off

Friday July 7th Portland –Vancouver Loop Ride with 100 Community Leaders

Clark County Trail and Bikeway System Plan 2006
CAC meeting
meeting room
4-6 p.m. Wednesday, March 1, 2006

AGENDA (Draft)

1. Introductions and welcome- Florence
2. Review agenda and goal of meeting
3. Funding sub-committee report George or Bill
4. Funding Comments from Dehbie, Florence,
 5. Project lists 2006-8 Lisa/ Kelly
 6. priorities using criteria created - all
 7. Plan workshop with BOCC- Tim/all
 - a. Review trail program funding recommendations
 - b. Review Recommendations in plan

Trails update and calendar Kelly

BOCC Workshop 10:30- 11:30 March 15, 2006

April 6, 2006 11:00 signing of final document on the Columbia River
Lewis & Clark Re-enactors

Regional Trail and Bikeway Systems Plan

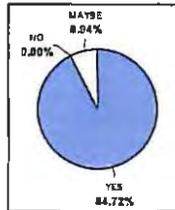
APPENDIX D: Trail and Bikeway Survey Summary

July 19, 2005

CLARK COUNTY TRAIL AND BIKEWAY COMMENT FORM SUMMARY

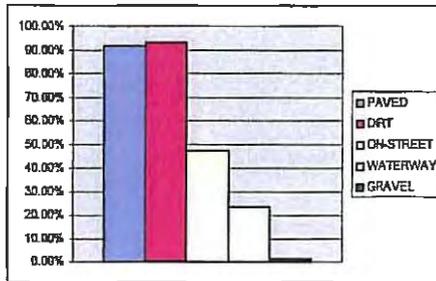
Below is the summary of the 72 returned comment forms collected through June 2005. These do not include the results from the on-line comment form. The on-line comment form will be available to take through August 2005. Please note that not all respondents answered all questions.

Would you support an additional tax or fee to fund trail improvements?
The majority (85%) of respondents indicated they would support an additional tax or fee to fund trail improvements. Remaining respondents were undecided. 0% of respondents stated they would not support an additional tax or fee.



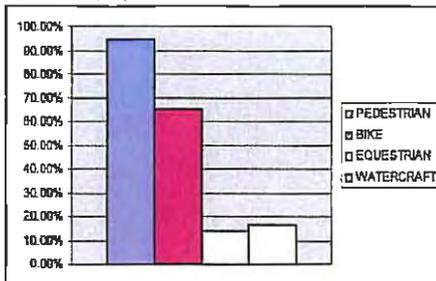
How do you define a trail?

Most respondents define trails as either paved (92%), or dirt paths (93%), but several see on-street facilities such as sidewalks or bike lanes (47%) and waterways (24%) as trails as well.



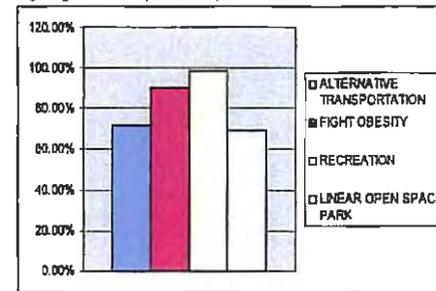
What types of trails do you use?

The majority of respondents use pedestrian (94%) and bike trails (65%) more than waterways (17%) and equestrian trails (14%).



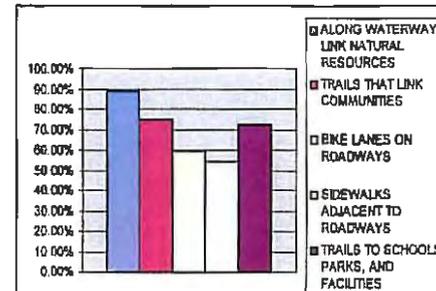
Why are trails an important part of community?

Generally respondents see trails as a benefit to communities in that they offer means for recreation (59%), fitness improvement (60%), alternative transportation (72%), and park space (69%). Respondents also commented that trails were significant as wildlife corridors and safe places for elderly to walk or beginning bike riders to practice away from motorized traffic.



Which types of trails are important to you?

The largest majority (68%) of respondents felt that routes along waterways and connections to natural resources were important. Trails linking communities (75%), trails to schools, parks, and facilities (72%), bike lanes on roadways (60%), and sidewalks adjacent to roadways (54%) were also important. Respondents also value trails for cross country skiing, bird watching, historic and scenic education, equestrian use, and to avoid motorized vehicles.

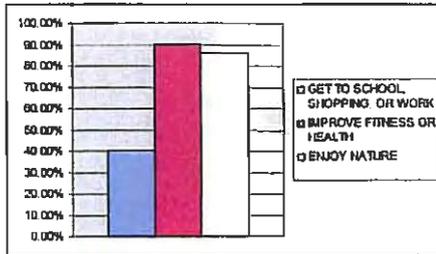


Regional Trail and Bikeway Systems Plan

APPENDIX D: Trail and Bikeway Survey Summary

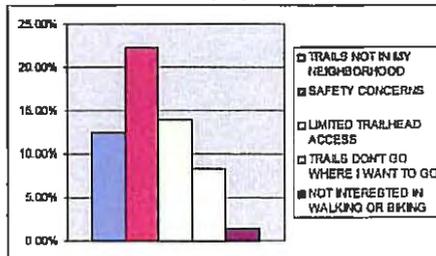
Why would you walk or bicycle?

Respondents choose to walk or bicycle to improve their health and fitness (90%), to enjoy nature (88%), and as a way to get to school, shopping centers, or work (40%). In addition, respondents like to walk and bicycle to save gas, reduce pollution, and as a social outlet.



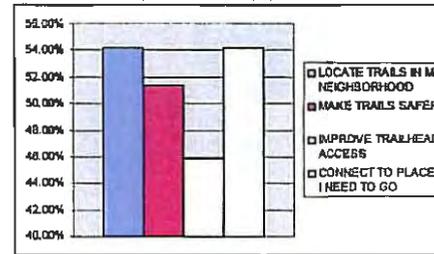
If you've not recently used trails or bikeways, why?

Respondents that don't often use the existing trail system say it is because they have safety concerns (22%), there is limited trailhead access (13.89%), trails are not in their neighborhoods (12.5%), the trails don't go where they want to go (8%), or they are just not interested in walking or biking (1%). Some respondents also expressed a fear of getting lost.



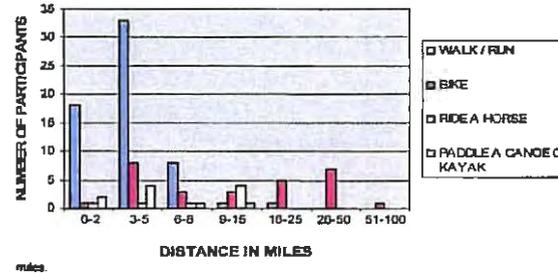
What changes could be made to trail and bikeway systems to make you more likely to use them?

Comment form respondents would be most likely to use trails if they were located in their neighborhoods (54%) connected to places they needed to go (54%), if trailhead access was improved (40%) and if they saw trail systems as safer (51%). They would also like better labeled connections with intermodal signage along the way, better trail maintenance, expanded loop systems, more passive waterway access, equestrian access, and public education for proper use.



Comment Respondent Recent Activity Levels

On a recent day, comment form respondents have walked or run between 1 and 18 miles, biked from 1 to 100 miles, ridden a horse between 1 and 15 miles, and paddled a canoe or kayak between 1 and 15



Regional Trail and Bikeway Systems Plan

APPENDIX D: Trail and Bikeway Survey Summary

July 19, 2005

June 2005 Clark County Trail and Bikeway Plan
Summary of Survey Comments Organized into Themes

THE TWO MAJOR THEMES

- The majority of survey respondents currently think of trail systems as important for recreation and reducing obesity and maintaining fitness. As such they would like to see trails that are separate from motorized vehicles.
- The other desired use for trails is for alternative transportation connections to school, work and shopping. Further, these respondents were less concerned with sharing the road, but wanted better signage labeling routes and trail connections.

TRAIL TYPES

- Railroad trails would be fabulous!
- Connection of local access trails to regional trail system with the ability to canoe or kayak is important.
- I like to engage in recreation with my dog and would love to have off-leash areas connected to restaurant and retail so I won't have to drive from place to place.
- A grid with trails oriented generally north-south and east-west in the county would offer a lot of flexibility. Use existing rights-of-way primarily to achieve this.
- New trails should radiate out from schools, parks, and libraries—places where kids congregate. Connectivity—linking these "spoke" trails—should be feasible—resulting in the grid noted above.
- Bikeways along-side major thoroughfares provide good options for using bicycles for transportation.
- Bikeways along waterways and railroad ROWs provide good options for recreational bicycling.
- If possible, make trails in a loop design.
- Pave a lot of trails and cut grass on sides.
- Try to connect the existing trails so they are safe from cars and have easy access.
- Separate bikes and equestrian trails.
- My family members use bicycles and kayaks a lot. Young people need safe ways to access stores, churches and parks without always having to drive.

TRAIL LOCATIONS AND CONNECTIONS

- We need a trail / sidewalk from Evergreen Highway up Elsworth. Why isn't this happening? We have the 205 bike path and the Evergreen Columbia Springs – but no connection. This is very dangerous. My parents and I have brought this up at least 8 times.
- Create a trail to the Ross off-leash area
- East Co. really needs trails
- Show the Chelatchie Rail Road corridor as a rail-trail.
- I would like a trail from Battle Ground to Chelatchie Prairie next to the railroad.
- Build a trail for bikes and pedestrians along the rail line from St. Johns and Minnerano north to Yazoff or Chelatchie Prairie.
- The Lewis and Clark rail line from B.G. to Vancouver would make a great bike commuter line!
- Bike lanes on main rural roads (i.e. 219 ST from B.G. to 212 Ave, 150 ST from Brush Prairie to Hockinson---(connect communities!)
- Please make the Chelatchie Prairie railroad into a rail with trail.
- Your first priority should be to develop a multi-use trail on Chelatchie Prairie rail line. It would be the backbone of a county wide trail system. The rest can be designed and built in increments as funding / permits etc. can be obtained.
- Get a trail along the BPA ROW north of WBU Vancouver campus.

- I live close to Battle Ground Lake and would ride to town with a cafe route
- Develop a trail on or next to the railroad north of Battle Ground to Multnomah and under the power lines.
- I'm hoping that more trails will be built—but not paved—along the east fork and across northern Clark County. Horse trails would be used a lot
- Extend waterfront trail through to the Gorge
- Lengthen the Salmon Creek Trail.
- Lengthen LaCenter Bottoms trail, and keep it a dirt path
- Make a bike connection for the I-205 Bridge to rail trail.
- Please add a trail from the City steps in Camas to LaCamas Lake.
- I'm curious to know when the section between Ellsworth and Wendell Park will be completed
- At 164th, connect the westbound SR14 off-ramp to Cascade Park without having to ride up 164th. (Access through the C-Tran station, for instance). Right now, one must ride up 164th (no bike lanes) and cross three traffic lanes to turn left on SE 34th. Because of the uphill grade, even a strong, fit cyclist has a slow go of it, hauling frequently heavy motor vehicle traffic.
- I want a bike lane on 6th in Camas, coming off and going on to SR14; from Adams to SR14
- There needs to be a bicycle connection from the Glenn Jackson bridge bike route to just east of the I-205 interchange to allow a transition onto SR14 eastbound. The Evergreen highway route is atrocious!
- Connect the equestrian trail from Fairgrounds Park to Vancouver Lake and Frenchman's Bar.
- WSU Vancouver has built several miles of hiking/jogging and nature trails over the past few years with plans to hook into Pleasant Valley trail/park during next year. There is an opportunity to expand this to the north along the BPA ROW.
- The Battle Ground Lake trail should be extended to the east fork of the Lewis River/Moulton Lake area.
- I would like to see state parks connect to city and county and be part of the process
- Complete the 1692 plan where possible.
- Until 18th Street opens, there is really no EW bike route other than McGilvray. And how that 162nd is open, there is finally a IUS route. We need more routes with bike lanes so people will feel more comfortable about traveling using modes other than private vehicle.

TRAIL RELATED MATERIALS

- We need better maps showing trail locations and how to find trail heads.
- Whipple Creek Trail needs directional signage. It is too easy to get lost there
- It would be fun to have a trail "mapquest" on our website
- Interpretive signage along trails like they have in Boston to lead you on an interpreted journey would be fun.
- Downloadable maps for bikes and walkers from the internet are needed.
- Please keep "equestrian" in all literature.
- Mark trails with mile posts or some marking so in the event a person has to call 911, it is possible to give the dispatcher a good idea of where they are.
- Make location maps available along trails.

TRAIL SIZING

- Trails need to be scaled appropriately for the intended use (6' PED) Out building trails based on vehicular requirements
- My son (who lives in Oregon) has complained of no bike friendly roadways in Clark County. On joint trails, we need paths wide enough to accommodate a bike and a pedestrian side by side, so the pedestrian doesn't get run off the trail every time bikes pass.

Regional Trail and Bikeway Systems Plan

APPENDIX D: Trail and Bikeway Survey Summary

SAFETY

- Please not for pedestrian safety on NE 16th street in East Vancouver, especially from 112 Ave. to 138 Ave.
- Country roads need to be widened or a trail added to make commuting safe.
- Reduced speed limits for bike routes would make them safer.
- Most country roads are paved to the edge of a ditch—creating dangerous situations. That is no place for pedestrians or equestrians to get off the road.
- I bike 20-30 miles in Portland, because there are no safe routes here in Clark County.

MAINTENANCE

- Maintain consistent bike lane paint.
- Keep bike lanes smooth and free of glass, gravel, and other debris.

EDUCATION

- Continue to attempt to educate both bicyclists and drivers on safe practices (not biking the wrong way on streets, how to turn when there is a bike lane, etc.)
- This should be an entirely integrated process that includes health professionals, employers, and anyone else who would need to know about or have a stake in fitness, health, safety and education.

TRAIL FUNDING

- You need to market the trails program, apply for a National Parks volunteer grant to help build trails.
- Are you working with adjacent/nearby businesses and property owners to fund trails via public/private partnerships?
- I have lived in Clark county for 30 years. I am very proud of the way you are headed. I would have no problem continuing funding these projects.
- I would support an additional tax or fee to fund trail improvements if they were in my neighborhood.
- I would support an additional tax or fee to fund trail improvements depending on how much additional money would be needed.

THANK YOU

- I like the spirit of communication with other cities and agencies.
- Thank you for working so hard for such a worthy cause.
- We have made good progress on urban trails. We need to keep up the good work.
- I feel that having trails, bike paths, and sidewalks reflect on the quality of a community.
- Thank you for undertaking this trail/bikeway system planning and soliciting input from users. After planning comes implementation—we need that part too.
- Thank you for including the public in these important decisions about our country's future.
- We make weekly use of the Salmon Creek Trail. We often meet 40-50 walkers in the mornings. People of all ages enjoy the opportunity to walk in natural settings on paved trails.
- The Volkspart clubs value the variety of trails available. The trails are an asset to encourage citizens and visitors to promote fitness.

GENERAL COMPLAINTS

- I'm opposed to the coarse stony seal which has been applied to Mt. Gillivray.

VOLUNTEER

- Lisa Deane would be happy to help with the trails symposium.

APPENDIX E: Trails Articles – “Trail System to be topic at meetings”
The Columbian – June 8, 2005



Trail system to be topic at meetings

Greenway to honor Lewis and Clark

By DEAN HARVEY
Columbian Staff Writer

Open houses to be held in Battle Ground, Ridgefield, Camas, Washoult and La Center will feature public discussion of the developing Clark County trail and bikeway system plan.

The meetings are scheduled to identify ideas on how to fund, develop and build the trail system, the city of Vancouver said. The meetings will be held in the following order: Battle Ground, Washoult, Ridgefield, Camas and La Center.

The system is to be built in the Clark County area in the Lewis and Clark River valley. The trail system will be built in the Lewis and Clark River valley and will be about 200 miles long.

The Clark County portion of the greenway will be repaved, resurfaced and expanded for Lewis and Clark. It is estimated about \$20 million over the next few years.

Planning started in 1998 and the new system plan was approved in 2004. The 2004 version of the plan for Lewis and Clark will be presented in Washington to head east.

That will mark the beginning of a new era for the valley, he said.

The \$20 million Lewis and Clark greenway is a big project, but the trail system is a small part of the program, he said. The trail system is a network of trails, biking and horseback riding routes, and other activities. It will be built in the Lewis and Clark River valley.

Trail sections range from the dirt paths at Portland Forest Park to the Interstate 5 and 205 bridge. Some of the trail sections are 20 miles or longer. The trail system will be built in the Lewis and Clark River valley.

The Lewis and Clark greenway will be built in the Lewis and Clark River valley. The trail system will be built in the Lewis and Clark River valley.

APPENDIX E: Trails Articles – “Comments sought on plans for trails, bike paths”
The Columbian – June 15, 2005

Open house will take up trail, bikeway proposal
BIDGLEYFIELD—An open house on the Clark County Trail and Bikeway Systems Plan will be 6 to 8 p.m. today at the Public Safety Center, 505 N.W. 179th St.
 Sponsored by Vancouver-Clark Parks and Recreation, the workshop will allow residents to discuss possible changes to the plan with members of the parks staff.
 Other open houses are scheduled for Tuesday at Calson Public Library, 425 N.E. Fourth St., Camas and June 29 at La Center High School, 725 Highland Road, La Center. Both will run 6 to 8 p.m. For details, call Kelly Pustoney at 506-619-1147.

June 15/2005 - The Columbian - Page A5

Comments sought on plans for trails, bikepaths

A planned system of trails and bikeways should make Clark County even more pedestrian friendly.

County residents can express their thoughts as to where they think the trails should run during a series of public open houses scheduled this month.

The open houses are set for Wed. June 15, Public Safety Building, 505 NW 179th St., and Wed. June 29, La Center High School, 725 Highland Road. The meetings take place from 6-8 p.m.

At a June 9 meeting in Harts Ground, residents were presented with ideas for trails along the Cascade Frame Railroad and through Lewisville Park.

Jelly Pustoney of the Vancouver-Clark Parks and Recreation Department said he expects north county people to show a lot of interest and provide ideas about trails along the Lewis River and the millrace.

Eventually, a series of interconnected biking and walking trails will extend from the Columbia River to the metropolitan areas of the county. Duraway and existing trails, such as the bikeway along NE 219th Avenue from Clatskanie to North Bend, will be included.

The four meetings begin the process of long-range planning for the trails. Pustoney said a draft plan will be finished in October, and a final competition is set for July 4 at the Hilton Vancouver-Clarkston.

Pustoney said he expects 1,000 people to participate in the public meetings.

The plan will be presented to the Clark County Commission on June 29. Pustoney said the system would be a combination of recreational, accessible and primary trails. The entire system will be

APPENDIX E: Trails Articles – “Clark County trail plan renews a scenic 1880’s dream”
The Oregonian

Clark County trail plan renews a scenic 1880s dream

Greenway | A railroad tried to link Vancouver to Yakima; now a multiuse trail starts down that path

By BILL STEWART
THE OREGONIAN

VANCOUVER — Some of Clark County’s most spectacular scenery, enjoyed in the past by passengers on rare journeys on the county-owned railroad and by fishermen, could be opened to walkers and cyclists as soon as 2008.

A state committee has awarded the county \$450,000 in federal transportation enhancement money to start a nine-mile trail from Battle Ground to Battle Ground Lake to Lucia Falls Park to Moulton Falls Park south of Yacolt. The county’s match is \$150,000.

Planning parks

Park projects require detailed planning, according to David Judd, director of the Vancouver-Clark Parks and Recreation agency. That’s why the city-county district is going to the public in search of ideas. Five public sessions — each from 6:30 to 8 p.m. — will be conducted to gather material for the agency’s six-year Parks, Recreation and Open Space Plan.

- Salmon Creek: Tuesday at AM Middle School, 1800 N.W. Bluff Road, Vancouver.
- Downtown Vancouver: Wednesday at Luaple Center, 1009 E. McLoughlin Blvd.
- East Vancouver: Thursday at Finlayson Community Center, 700 N.E. 136th Ave.
- Washougal: March 6 at the Community Center, 1561 C St.
- Battle Ground: March 9 at City Hall, 109 S.W. First St.

Alternative: Submit ideas at www.vancouver.org.

Eventually, the trail could be as long as 110 miles, according to Kelly Puntney, trails and greenway park developer for Vancouver-Clark Parks and Recreation Department.

“We are talking about some incredible scenery, with great views of Mount St. Helens and a fairly good section of the East Fork of the Lewis River,” he said. Puntney said the typical section will include

a paved trail 12 feet wide as well as a 3-foot-wide “soft trail” for joggers.

Although there are only a few trains being operated on the railroad by a volunteer group now, he expects excursions to increase as volunteers rebuild more track on the 119-year-old route. The tracks cross the river in a canyon and go through a horseshoe-shaped tunnel.

The railroad was incorporated as the Vancouver, Klickitat and Yakima Railroad in 1887, with the goal of connecting Vancouver and Yakima. But economic busts, a massive forest fire and flux within the forest industry kept the route from crossing the Cascade Mountains. Puntney’s dream is to achieve what the trains never did — a trail from downtown Vancouver through the mountains to Yacolt.

“That dream will take 20 to 40

years,” he said. “But I predict that in a couple of years, we will wonder why we didn’t do this sooner.”

He said the first construction will be the trail segment north from Battle Ground. “That will be easiest place to start. And as we build, we will try to parlay the first phase into more grants,” he said, estimating that the trail in the county could cost \$10 million.

As the rails and trail cut a swath from Hazel Dell on the southwest to near Yale Lake in the northeast, the route will link to other routes such as the Lewis River Greenway, the Padken Parkway Trail, Curtin Creek and the environmental center at Brush Prairie.

Steve Schulte, the county’s railroad overseer, termed the route “fantastic” and said the trail is a dream of many years coming true.

Bill Stewart: 360-596-5722 or 503-254-5900; billstewart@news.oregonian.com

APPENDIX E: Trails Articles – “Trail, bikeway session Thursday at City Hall”
The Columbian – June 8, 2005

THE OREGONIAN WEDNESDAY, JUNE 8, 2005

COUNTY CURRENTS

Trail, bikeway session Thursday at City Hall

BATTLE GROUNDS—Vancouver Clark Park and Recreation will present the State of Joint Open House on the county trail and bikeway system from 10 a.m. to 5 p.m. Thursday at City Hall, 100 S.W. Third St.

The agenda will include information about changes to the current trail and bikeway plan, public input on which trails are most important to community members and how they should be funded and prioritized in the next year.

Other open houses will include: Park Avenue Public Library, 1500 Park Avenue, 9:30 a.m. to 1 p.m.; Public Safety Center, 390 S.W. 17th St., Wednesday, June 8, 10 a.m. to 1 p.m.; James Public Library, 925 W. 15th, Fourth St., Camas, June 29, 10 a.m. to 1 p.m.; and Castor High School, 725 1/2 Highland, La Center.

YWCA shelter reports need for food donations

AVENUE—The YWCA shelter in downtown Astoria is seeking donations of nonperishable food for women and children staying at the shelter.

Typically, holiday donations are high and summer giving is low, according to Sue Colton, office manager. Colton will be spending her time in the shelter when she is not at the shelter.

She is looking for nonperishable items such as pasta, canned soups, rice, oil, coffee, fruit, peanut butter, jelly and instant noodle cups.

Reusable items such as cups, mugs, plates and bowls are also appreciated, as well as gift

cards to grocery stores for families to purchase fresh food.

Donations may be dropped off between 10 a.m. and 5:30 p.m. Monday through Friday at the YWCA of Clark County, 3609 S. Main St., Vancouver. Phone: 850-091-0167.

APPENDIX E: Trails Articles – “New bike trail opened in Vancouver”
The Reflector – August 31, 2005

Page A2 - The Reflector - Aug. 31 / Sept. 5, 2005

New bike trail opened in Vancouver

Bicyclists and walkers can now travel on a new paved pathway in Vancouver that extends from Fruit Valley Road on the west to about 205th St. on the east.

Officials dedicated the completed path during an Aug. 27 ceremony.

The pathway travels through the Burnaby Park Creek Greenway, along power transmission lines and through existing parkland.

About 3.17 miles of the path is newly created as part of a water quality flood control, fish enhancement and stream drainage program.

The remaining 4.12 miles were previously completed.

Nell Punteney, park developer with Vancouver-Clark Parks & Recreation, said the new pathway is part of an ongoing program of trail development that includes consideration of new trails along other power transmission routes, greenways, and the Chehalis Prairie Railways.

The completed Burn Bridge Creek Greenway begins with a trailhead and parking at Fruit Valley Road and Bernie Drive near Vancouver Lake. The first 1.14 miles is eight feet wide which is to be expanded to 12 feet by 2007.

The path travels on a new pedestrian bridge over 15th Ave. Main Street, then over Burn Bridge Creek and into Lawndale Park where loops allow for seeing more of the park.

The trail then moves easterly

near the creek to Arnold's Park, then somewhat uphill to St. John and SR 300.

The path then moves along a power transmission right-of-way, crosses Fourth Plain and Burn Creek, Deving Road where a new trailhead has been constructed with rest rooms and parking.

Further east, the trail divides at 15th Ave. with a main trail and Hazardous Waste, crosses Anderson at 18th St., moves under the 37th St. bridge, and reaches Meadow Creek Marsh.

An extension of the trail to Burnside has yet to be constructed.

The previously completed segments of the trail are from Hazard Hill, to Lawndale Park, Richardson to Fourth Plain and Heyman Road to the Burnside area.

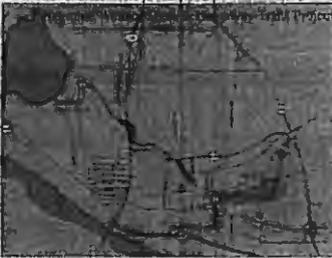
Punteney said the trail is fairly easy to ride, with minor hills.

The state Department of Transportation constructed the 1.8-mile pedestrian bridge near Main St. at a cost of \$1.2 million, which qualified Vancouver-Clark Parks for a matching \$1.2 million grant from the state Department of Transportation on Outdoor Recreation. The bridge enhancement project had a price tag of about \$1 million.

Punteney said the trail will cost about \$1.5 million.

More trails planned.

Punteney said planning is underway for more trails, with a draft trails plan due to com-



MAP SHOWS route of bike trail which extends through portions of Vancouver. Wider portions of route shows segments recently completed.

plete by early September and an inventory of proposed trail corridors due in October.

A Greenlink trails symposium has been set for Friday, Aug. 4, 6-10 p.m. at the Hilton Hotel in Vancouver.

Punteney expects business and community leaders, planners and engineers, and trail bike advocates to attend the symposium, set on the very day on which Lewis and Clark set up camp on the Columbia River 200 years ago.

Agencies are invited to send Punteney, by email or fax, their ideas about trails at the symposium.

Public comments are encouraged on new trails, gaps in trails, and how trails should be

developed.

Punteney said the trail plan, which is still in the planning stages, will include a final trail plan to the Clark County commissioners by April 2006.

Punteney said preliminary construction is being given a trail along the Chehalis Prairie Railroad, with the first leg being from Burne Grounds to Burne Grounds.

A trail along the railroad is more likely to be constructed from Burne Grounds north, said Punteney, where the county has retired from the Burne

with the county.

For more information, contact Punteney at 609-1121.

APPENDIX E: Trails Articles – “Trails System Promoted”
The Columbian – October 24, 2005

The Columbian

Clark County *and the region*

MONDAY, OCTOBER 24, 2005



Trail system promoted

Lewis and Clark being used to spur interest

By DEAN BAKER
Columbian staff writer

Kelly Puntney is looking for 600 Clark County neighbors to take a fresh look at a proposed countywide system of bike, hike and horseback trails.

He wants to bring enthusiasts and sleepers together for a festive brainstorming session at the Hilton Vancouver Washington on Nov. 4.

Puntney, Clark County's trails and greenway park developer, said he wants to orchestrate "a minor paradigm shift." He wants people to look at trails as economic development tools, transportation corridors and pathways to good health, not just as recreational features.

An unabashed promoter of a new transportation model, Puntney is using Lewis and

Clark's bicentennial as a jumping-off point to explore the future of trails.

Meeting on a date exactly 200 years after Lewis and Clark passed through Vancouver on their way to the Pacific, the group Puntney is putting together will explore the idea of building 250 miles of trails, 14 feet wide and suitable for walking, biking and horseback riding. The trails will save gas, promote development and bring trimmer waistlines, better health and a stronger community, he said.

The Hilton event, "Blazing New Trails 2006," asks participants to imagine a trail system as a key component of Clark County's future. The blueprint will be the new Clark County Trail & Bikeway System Plan,

1806 to 2006, a finished copy of which will be presented to the public on April 6, 2006, exactly 200 years to the day since Lewis and Clark passed through this area on their return trip to St. Louis.

"We've got a plan," said Puntney, "but it's rough and it needs a lot of polishing."

He's summoning to the event political leaders, developers and engineers, health professionals, history buffs, and horse, bike and walking enthusiasts, as well as other interested citizens. The group will socialize, share a meal and then sit down to talk seriously in small groups about the trail system.

"We want to air out all opinions," Puntney said.

He said there has to be a change. "We need a system that

TRAILS, page C5

Clark County's trail and bikeway system plan



If you go

■ **What:** Blazing New Trails 2006.

■ **Who:** Business leaders, health professionals, planners, engineers, bike, hike and horse advocates, and history enthusiasts.

■ **When:** Nov. 4, 6:30 p.m. cocktails; 8:30 p.m., dinner.

■ **Where:** Hilton Vancouver Washington, across from Esther Short Park.

■ **Cost:** \$30 (includes Oct. 23, \$14 later for reservations, 360-619-1127 or www.vancouverwa.net).

APPENDIX E: Trails Articles – “Dream Trail Coming”
The Columbian – February 23, 2006

DREAM TRAIL COMING

Trackside route through county is no longer just a hope and a prayer

With no fanfare whatsoever, the notion of a 33-mile-long trail alongside the Chehalis-Pulliam railroad line through Clark County has just taken a quantum leap on the arc from dream toward reality.

The very idea, as well as those who are working to make it happen, are to be cheered. They deserve the thanks of walkers, joggers, horseback riders, bikers, in-line skaters, baby stroller pushers, bird watchers, those already in shape and those trying to get in shape.

Deep in a Columbian story last Thursday about federal transportation enhancement grants was news of the breakthrough for which local trails proponents have long yearned: Money is coming to build the first part of a trail alongside the tracks that run diagonally across the county.

“We planned a big announcement for June 1, National Trails Day, but the word is out now,” said Kelly Puntney, trails and greenway planner with Vancouver-Clark Parks & Recreation. A federal grant of \$450,000 for this trail will be coupled with \$150,000 in local money and in-kind services, bringing the total to \$600,000 to start the project.

The first step will be publication of a formal “request for proposals.” It will invite designs for a 33-mile-long trail from the end of the existing Ellen Davis Trail at St. Johns Boulevard and Northeast 63rd Street to Tum Tum Mountain at Chehalis. The trail will be next to, but not replace, the tracks. The next step with this money will be construction of the first trail segment — of two miles or more — in

the Battle Ground area, perhaps from the city to Battle Ground-Lake State Park. Puntney said the intent is to have a 12-foot-wide paved trail next to a 2- to 3-foot-wide sawdust trail for horses and joggers who prefer the softer surface. It will all be on the railroad right-of-way, which Clark County owns and on which private, small freight and excursion trains infrequently operate.



Puntney and Florence Wager of the Vancouver-Clark Parks and Recreation Commission praise County Commissioner Steve Stuart for playing a key role in winning the grant. Stuart is on the nine-member state committee that decides how to spend “transportation enhancement” money. A selling point to the committee was that once the trail reaches Vancouver, people can bike to work on it.

Wager is enamored with the physical fitness potential, noting that it will be an easily accessible, free and scenic venue for exercise. “This finally starts the ball rolling,” Stuart said. “It’s all about getting that first shovel of dirt turned. Once you start to see a project develop, it becomes easier. It doesn’t seem so daunting.”

Puntney, who gets paid to dream as well as to make things happen, envisions an even grander future for the trail. One day, he says, it could extend over the Cascade Mountains to Yalcoma, which was the intended destination of the railroad when it was established in 1887. That dream, by L.M. Hadden, was dashed in an economic downturn. Not long ago, the idea of a trail along the tracks was a dream. Now, it is beginning to come true. Let’s hear it for dreamers.

APPENDIX E: Trails Articles – “Hot on The Trail”
The Columbian – April 5, 2006

HOT ON THE TRAIL

By ERIK ROBINSON
Columbian staff writer

Lewis and Clark arrived in the Pacific Northwest mainly over the water, but the two explorers also did plenty of walking during their expedition.

On Thursday, 200 years to the day when the Corps of Discovery departed present-day Vancouver for its journey home, Clark County leaders will gather at the public dock next to the Red Lion Hotel at the Quay to encourage more people to get out and walk.

Unfortunately, the typical modern American falls well short of the standards set by Meriwether Lewis and William Clark.

Lewis and Clark re-enactors will present Clark County commissioners with a Clark County Trail and Bikeway Systems Plan. This will be followed by a signing ceremony near one of the county's premier walking trails along the Columbia River waterfront. The plan envisions a system of expanded trails and bike paths, most notably a future path paralleling the county's 33-mile-long railroad spur running from Vancouver through Battle Ground to Yacolt and Chelatchie Prairie.

"It commits the community to a long-term strategy in addition to the trails system, so that future generations will be able to engage in more physical activity," said Barbe West, executive director of Community Choices 2010. "If people engage in walking for 30 minutes a day, we should have some impact on the obesity rate."

Community Choices, a local nonprofit group, also will unveil a Walkaround Guide highlighting 10 relatively easy walks throughout Clark County. The guide, produced as part of a \$555,000 federal grant to reduce obesity, includes detailed information and maps about 10 trails, plus a countywide map tucked away in the back listing another 15 walks.

All of the trails are designed to get people off the couch and into a healthier lifestyle.

"Our target audience is for people engaged in little or no physical activity or at high risk for diseases of diabetes or obesity," West said. "We're thinking basic trails, not the ones that have

WALKING, back page

Clark County plan

focuses on getting

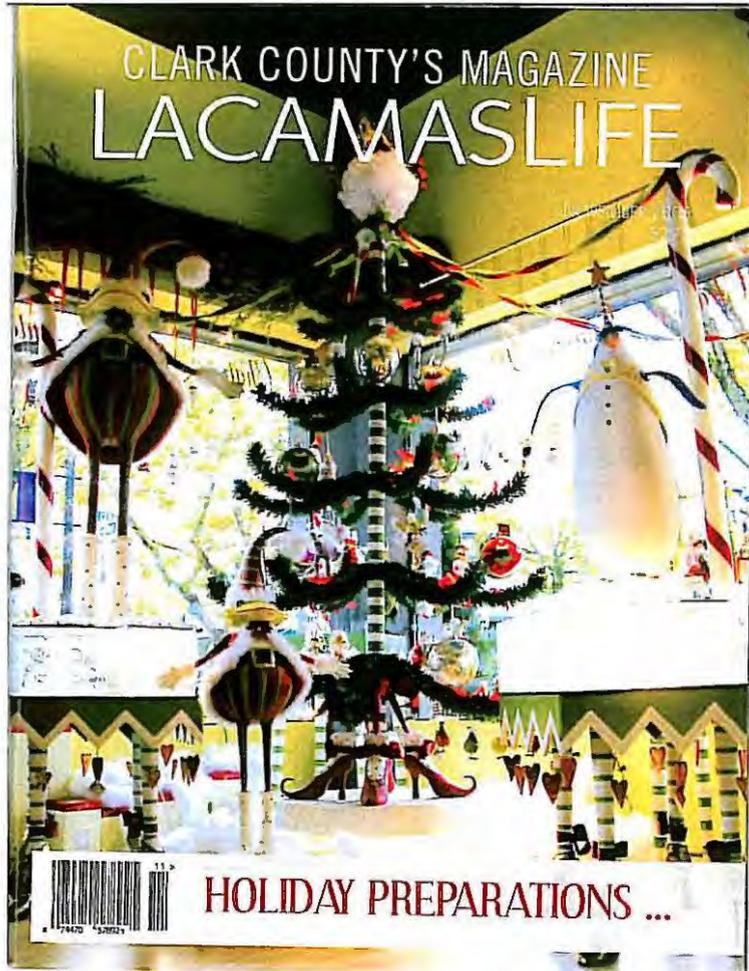
more people moving



MORE INFORMATION

The Clark County Walkaround Guide will be available on the Web as of April 14 at www.standish.com/track.htm.

APPENDIX E: Trails Articles – Lacamas Life Magazine
November, 2005



THE HEALTH BENEFITS OF TRAILS

by Bruce Appleyard

Our community is facing a serious health crisis associated with obesity due in part to physical inactivity. According to the Clark County Health Department, over half the adult population of our county is either overweight or obese. Providing people with easy access to safe trails can provide a necessary opportunity to change one's life for the better.

John Knapp, Clark County trail enthusiast, lost 200 lbs. regularly walking and bicycling on the Padden trail. "The trail saved my life," he says. Knapp struggled with managing his weight through diet alone and therefore, knew he must add exercise in order to combat his weight problems and diabetes. Knapp utilizes the Padden to run errands, drop off movies at the local video store and enjoy the County's natural resources while managing his health. He weighed 450 lbs. at one point and now weighs 180 lbs.

Obesity is associated with many problems we don't want for ourselves or our families: heart disease, certain types of cancer, Type 2 Diabetes, stroke, asthma, breathing problems, and psychological disorders, such as depression. Not only does inactivity impact our waistline, but also our economic bottom line. According to the state of Washington, it is estimated that the cost for physical inactivity for obesity in Washington State was more than \$5 billion in 2002.¹

One reason people don't exercise enough is lack of time and convenience. By providing convenient, safe and inviting trails that link to work, to school, to shopping, etc. trails can allow people to combine exercise with necessary trips. Instead of driving to the gym to use a treadmill, for example, trails can provide convenient opportunities for people to get the exercise they need.

Clark County has contracted with a consultant team led by Mackay &



Sposito, Inc. in partnership with the Illahne Group, Inc., SERA, Inc. and Jenene Lawson Associates, Inc., and is working with the Clark County Parks and Recreation Department and greater community to update an existing regional trail and bikeway systems plan (Plan). The Plan outlines existing trails and offers recommendations for the development of several additional trails within Clark County. The development of these trails will help to reverse the trends addressed within this article and provide many

other benefits to our communities health and welfare. We could use these new more than ever.

Here are some other sobering statistics:

- Excess weight and physical inactivity account for more than 300,000 premature deaths per year in the U.S., second only to deaths related to smoking.

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APPENDIX E: Trails Articles – Lacamas Life Magazine
November, 2005

< 44 SMILE MAKEOVER

conservative, predictable methods," says Dr. Chan. " veneers, for example, are a popular conservative method because they preserve most of the original tooth.

Many people turn to collagen and other fillers to restore the fullness to their lips that can be lost with age. Dr. Chan says it is important to look inside the mouth before proceeding with fillers; otherwise you may be treating only the surface without addressing the underlying cause.

"Just as the body is supported by the framework of the skeleton, so the mouth is also supported by the bones and teeth. If a patient has lost fullness in their lips, it may be due to a lack of supporting the underlying teeth, bones and gum tissue. In that case, instead of augmenting the lips with only collagen, an important consideration should be to correct the position and contour of the teeth to create better support for the lips. This might require veneers, orthodontic treatment, or a combination of the two.

Dr. Chan believes it is important to look at the mouth in relation to the entire face and assess the individual's goals concurrently. "I'll ask some provocative questions like: 'If you could change your face, what would you like to achieve?' Some people want fuller lips, a bigger chin and get rid of wrinkles etc. I'm a dentist and I can't correct all those features but I can work with cosmetic surgeons to create a total rejuvenation plan."

Dr. Chan sees the face as an artistic composition and sits to assess the individual's facial form and style before attempting to improve the mouth. A set of perfectly white, straight teeth with pumped up, peppy lips is not necessarily the best look for every face. "Smiles that are created by dentures with absolute mathematical symmetry do not always look natural and are not the most pleasing. It's like making the same suite of clothing for everybody," he says. "Advanced students of aesthetic study nature and know that two roses side by side are similar but not exactly alike. You must search for variations that would improve the individual's smile without making it contrived and conformed to a mold."

A responsible cosmetic dentist knows when to say "enough" and their aim should be to recreate a naturally beautiful smile with undetectable dentistry. "It's about using conservative treatment to finesse a unique smile rather than perform a cookie-cutter smile," says Dr. Chan.

Dr. Chan's office "Northwest Smile Designs" specializes in cosmetic dentistry and is located in Fishers Landing (9120 SE 34th Street, Suite #104, Vancouver, WA 98663 (360) 685-1206.

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< 46 TRAILS

The percentage of overweight adolescents has nearly tripled in the past two decades. In 1999, 13 percent of children aged 6 to 11 years and 14 percent of adolescents aged 12 to 19 years were overweight. Children need to be able to develop lifelong habits.

While trails can help with our waistlines, they can also help with the fiscal bottom-line.

According to the state of Washington, it is estimated that the cost for physical inactivity in Washington State was more than \$3 billion in 2002.²²

In addition to the aforementioned costs, it is estimated that in Washington the loss of worker productivity is due to obesity is about \$ 4.6 Billion.

In the United States in 2000 the cost of health problems associated with obesity was estimated to be a staggering \$137 billion.

Healthy Lifestyle Benefits to our Economy

In addition to the health costs, there are serious economic ramifications of our physical inactivity. The proposed trail system while promoting healthy living can also provides economic advantages to our region.

"Every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit."

A 2004 study of using bike/pedestrian trails in Lincoln, Nebraska, to reduce health care costs associated with inactivity, quantifies the benefits of money spent on trail development from a health standpoint. The conclusion is that for every dollar spent on trails nearly three dollars (\$2.94) of public health benefits are produced.¹²⁾⁽¹³⁾

Scientific evidence from the Guide to Community Preventive Services shows that providing access to places for physical activity, such as trails, increases the level of physical activity in a community. The median estimates from the reviewed studies suggest that creating or improving access to places for physical activity can result to a 25% increase in the percent of persons who exercise at least 3 times a week. (4)(5)

Recommended Amount of Physical Activity

According to the US Dept of Health and Human Services and the CDC physical activity doesn't need to be strenuous or time consuming to be beneficial. People of all ages can benefit from moderate amounts of physical activity, such as 30 minutes of brisk walking, five or more times a week. (1)(6)

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< 49 TRAILS

Get Involved

The new Clark County Trail and Bikeway System Plan draft will be presented at the November 4, 2005 Trails Symposium: Blazing New Trails 2005. The public is invited to attend this historic event and exercise the opportunity to influence Clark County's local pedestrian and bicycle trail network.

For more information regarding the Clark County Trail & Bikeway Plan, or the November 4 Trails Symposium, please contact Kelly Pumeney at Vancouver-Clark Parks & Recreation (360) 619-1127, or Lisa Hunter Schaubert, Business Development Manager, MacKay & Sposito, Inc., 360-695-3411. Or visit www.vancouver-clark-parks-rec.org to find an event registration form. For more information on healthy lifestyles please visit www.co.clark.wa.us/health/index.html and www.communitychoices2010.com.

About The Author

Bruce Appleby, AICP, is a Senior Transportation Planner and Urban Designer for SERA, Inc., a multi-discipline design firm dedicated to sustainable principles in Portland, Oregon. He has taught transportation and land-use courses at Portland State University and the University of Virginia. He also teaches courses and leads workshops on how to make communities more walkable, bikeable and livable for children and adults. Prior to moving to Portland, he served as a Planning Commissioner in Charlottesville, Virginia.

Footnotes

¹²³ The Health Management Associates, commissioned by the Washington State Department of Health and Washington Coalition for Promoting Physical Activity

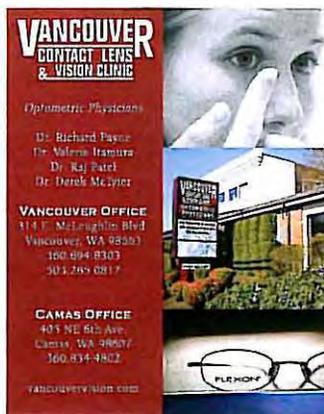
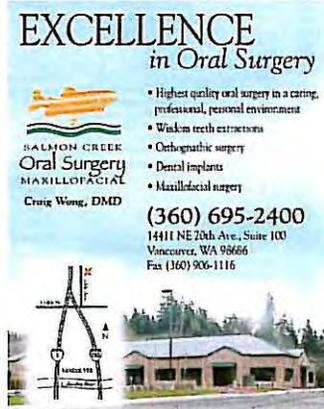
¹²⁴ The Health Management Associates, commissioned by the Washington State Department of Health and Washington Coalition for Promoting Physical Activity

¹²⁵ The study is Cost-Benefit Analysis of Physical Activity Using Bikes/Pedestrian Trails by Guijing Wang, PhD, Caroline A. Mauer, PhD, Barbara Scudder-Sosice, Med, Tom Schmid, PhD, Michael Pratt, MD, MPH, David Buchner, MD, MPH. It appeared in Journal: Health Promotion Practice; April 2005 Vol. 6, No. 2, 174-179

¹²⁶ <http://www.thecommunityguide.org/pa-int/create-access.pdf>

¹²⁷ Source: Centers for Disease Control: www.cdc.gov/nocod/php/diags/obesity/contributing_factors.htm, accessed on 10/2/05.

US Dept of Health and Human Services and the CDC: Trails for health: Promoting Healthy Lifestyles & Environments, Brochure

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APPENDIX E: Trails Articles – Walk About Magazine
November, 2005

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Blazing New Trails in Clark County
November 4, 2005 will be an evening of historic significance as a thousand business and community leaders, planners and engineers, trail and bike advocates, history enthusiasts, and interested citizens gather together at the Hilton Hotel and Vancouver Convention Center to blaze new trails.
The Blazing New Trails Symposium will reflect and commemorate the original Corps of Discovery's nation-building journey and serve as an opportunity to shape Clark County's way of life in the future. The event will honor the 200th anniversary of the very day on which Lewis and Clark sat up camp on the Columbia River in what is now Clark County. The evening will also include speaker Steve Adams, Superintendent National Park Service Lewis and Clark National Historic Trail, who will discuss the national perspective on the future of the Lewis & Clark National Trails Program.
With years of preparation in commemorating the most pivotal exploration in American history, attendees will review and discuss the Draft Clark County Trail & Bikeway Systems Plan proposed to create a truly connected and economically viable system that encourages non-motorized travel, commuting, and healthful activities. With our society facing a steady rise in obesity and poor health related to physical inactivity, especially among children, now is the time to plan and implement the County's Trail & Bikeway Systems Plan.
The evening's program will also include recognition of past trail leadership in Clark County. Participation in the symposium is open to all trail enthusiasts, community visionaries, and active citizens. The community's participation is important in maintaining a well-informed, well-rounded planning effort. For more information or to register for tickets to the symposium, please contact Kelly Puentes, Vancouver-Clark Parks & Recreation Department, 360-619-1127, www.vanclarkparks-rec.org.
—Lisa Hunter Schauer

Destination Arizona
Gorgeous Winter Weather and Fun Times Await You!
Whether you're a seasoned marathoner or a newcomer to 26.2-mile foot races, P.F. Chang's Rock 'n' Roll Arizona is one to circle on the calendar. The event, which includes a marathon, half marathon and a one-mile kids' fun run, is well worth making an annual affair.
January is an amazing time of year to visit the Valley of the Sun. Sunny skies and gorgeous weather await you... temperatures that scream perfect running and walking weather. A typical day starts at around 40 degrees and reaches about 65 by midday — ideal for a possible, post-race afternoon. Beyond the race, participants and their families can enjoy golfing, hiking, swimming, shopping, world class spas, museums, wine, nightlife, and a two-day Health & Fitness Expo.
As with all elite racing events, P.F. Chang's Rock 'n' Roll Arizona is a musical marathon where over 60 bands and 40 cheer squads add spirit and inspiration from start to finish. Live bands literally play every mile, creating a musical party on the road. Festivities culminate with an evening headliner concert (free with race entry) at Tempe Beach Park.
Much of what makes P.F. Chang's Rock 'n' Roll Arizona such an incredible experience is the support behind it. Everyone from the title sponsor, to the host cities, to the local running/walking community show nothing but tremendous enthusiasm. P.F. Chang's China Bistro even designed a protein powered, complex cardio-loaded Training Table Menu for endurance athletes, now a permanent part of its nationwide menu.
P.F. Chang's Rock 'n' Roll Arizona truly has something for everyone. Elite athletes will find a world-class field, serious runners can use this event as a qualifier for the Boston Marathon, and casual runners and walkers can indulge in friendly competition at the event amidst a festive and welcoming environment for all to enjoy.
For more information or to register, visit www.rreaz.com or call 1-800-311-1255.

Nautilus, Inc. Opens New World Headquarters and Community "Backyard"
When it comes to encouraging health and fitness, one would have to give high marks to fitness company Nautilus, Inc. for rolling out the carpet. Green carpet. Field turf. To be precise.
As part of its move into a gigantic new world headquarters in Vancouver, WA, the maker of high quality fitness products tore out a 1.5 acre parking lot and converted it into a "backyard" for its employees and the community.
Featuring a football/soccer field, softball/ youth baseball field, basketball courts and a 1/3-mile track around the softball field, the Nautilus Backyard officially was unveiled during the company's grand opening event in September. The Backyard is free and open to the public.
CEO Gregg Hammann said it is his vision to see kids pulling up on their bikes after school to kick soccer or play ball on the all-weather field. He encourages employees to conduct "walking meetings" on the track, or to take active breaks in the Backyard.
Already, the community has shown an outpouring of support for its new corporate neighborhood.
For more information on Nautilus, visit www.bowflex.com or www.nautilus.com.

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APPENDIX F: Community Symposium

Officials set Trails Symposium for Fri., Nov. 4, 5:30-9:00 p.m.

A Trails Symposium at which a draft plan for trails and bikeways in Clark County will be displayed has been scheduled for Fri., Nov. 4, 5:30-9 p.m., at the Hilton Hotel Vancouver.

The draft plan includes a trail along the 33-mile length of the Chehalis Prairie Railroad.

Kelly Penney, of Vancouver-Clark Parks & Recreation said a \$600,000 grant is being sought for planning of the railroad trail. He said the actual route of such a trail remains to be determined, along with how to go around the lands of unwilling property owners.

Other projects included in the draft plan include a greenway trail along the Columbia River, the Whipple Creek Trail, Green Mountain Trail in the Carnas area, Olney Ditch Trail, and an extension

of the Salmon Creek trail into Washington State University.

An extension of trails along the East Fork of the Lewis River is also planned.

A parks advisory group will meet Wed., Oct. 19, 4-6 p.m., to further define elements of the draft parks plan.

The proposed trails plan is a revision of the Clark County Bikeway and System Plan adopted in 1992.

The Nov. 4 Trails Symposium is scheduled to coincide with the date when Lewis and Clark camped in the Clark County area 200 years ago.

The \$39 tickets for the Symposium include dinner, program and table discussions. Music and no-host bar are also contemplated.

Information: Kelly Penney, 619-1127; Lisa Hunter-Schauer, 695-3411.

PROUD PAST, PROMISING FUTURE

Blazing New Trails November 4, 1805-2005

Let's make History!

200 years to the day after Lewis & Clark set up camp on the north shore of the Columbia, securing what is now the State of Washington for the USA, we will make history again.

Friday, November 4, 2005

Join health professionals, business and community leaders, planners and engineers, trail and bike advocates, history enthusiasts and interested citizens to look back and commemorate the Corps of Discovery's nation-building journey. Look forward and blaze new trails that walkers, bikers and commuters will tread in the future. We will honor our region's history and **MAKE HISTORY**. Please join us for an event of historic significance at Blazing New Trails 2005.



EASY WAYS TO PURCHASE A SEAT BY OCTOBER 29:
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 Contact Kelly Penney at 619-1127
 Phone: (360) 619-1127 Call 921-8774 or Fax 696-8809
 Mail to Blazing New Trails, 701 Crane Blvd Vancouver, WA 98661

(Checks payable to: Blazing New Trails 2005)

At the new Hilton Hotel & Convention Center across from Esther Short Park Vancouver, Washington
 Tickets: \$45.00 (\$39 before October 29)
 Music, dinner and awards (no-host bar)

Meet & greet trail mixer at 5:30 pm and dinner at 6:30 pm followed by program, presentation and table discussion.

(For a nominal fee, parking is available at Vancouver center, entrance on 6th Street, between Columbia & Washington)

Name	Organization (optional)	
Address	City and State	Zip
Number of Attendees	Phone Number	E-mail Address

Regional Trail and Bikeway Systems Plan

APPENDIX F: Community Symposium

BLAZING NEW TRAILS – 2005, a community symposium held at the Hilton Hotel on November 4, 2005, provided valuable input to the evolving Clark County Trail and Bikeway Systems Plan. The event brought together 302 people including many business and community leaders, planners and engineers, trail and bike advocates, neighborhood representatives and interested citizens to focus on future trail planning efforts. The date was significant because it was the 200th anniversary of the very day on which Lewis and Clark set up camp on the Columbia River in what is now Clark County.

The primary event sponsor was the Vancouver-Clark County Lewis & Clark Planning Committee, bringing years of preparation for the Lewis and Clark Bicentennial commemoration. The opening presentation provided an opportunity to reflect on the lasting legacy of the Corps of Discovery and its nation-building journey.

Re-enactors who traveled down the Columbia River earlier that day in dugout canoes were introduced to a warm applause.

Then attention turned to issues of present and future concern. Where do we want to be able to walk, hike and ride a bike in years to come? What trails and other facilities are needed to make this a more active and connected community? What needs to be done to make these trails a reality sooner rather than later?

With a mandate to "make history," participants took advantage of the chance to begin shaping a strong, verifiable trails vision for Clark County and the region. Large county trail maps were provided, allowing participants to envision and sketch ideas for future trail extensions and connecting routes.

Table discussions – with up to eight people per table – looked at many aspects of the current trails system, the wants and needs of residents, and ideas for future development. Key concerns included accessibility of trails to neighborhoods, trail safety, and funding mechanisms. Many participants expressed the need for shared-use trails and more "soft" paths for bikers and walkers. "Connectedness" was a word heard frequently, with full linkage suggested from north to south and east to west for bicyclists, pedestrians and equestrians. Strong support was voiced for a "rail trail" using the Chelatchie Prairie Railroad to develop a trail stretching from urban Vancouver to far-reaching rural areas. Others proposed utilizing available natural gas line and electric utility corridors for trails.

The evening concluded with a brief summary of table discussions. Lists of suggestions were long and varied, providing fresh thinking about trails from people who use them on a regular basis or are curious and want to know more. In all, over 200 pages of notes were generated that night. These and the large county trail maps are part of the event record.

**APPENDIX G: Clark County Legacy Projects
The Columbian – May 5, 2005**

columbian.com: Serving Clark County, Washington

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columbian.com: Serving Clark County, Washington

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'Legacy projects' slowly take shape

Thursday, May 5, 2005
By DEAN BAKER, Columbian staff writer

Tourists passing through Clark County this Lewis and Clark Bicentennial year will have to search hard and use their imaginations to find any trace of the explorers' footprints.

Of the five big "legacy projects" under construction here to commemorate the explorers' visits in November 1805 and April 1806, two projects remain largely in the planning stages and will be years in the making. They won't be finished by 2008.

The other remnants of the explorers' visit here are 14 "landing sites" in the Vancouver-Portland area, a few of them marked by parks, others merely by information signs.

The two incomplete commemorative centerpieces are the \$22 million Confluence Project on seven sites along the Columbia River, including two at Vancouver, and the \$50 million, 180-mile-long, bi-state Lewis and Clark Discovery Trail, which links the 14 landing sites for pedestrians and bike and horseback riders.

Three other Clark County legacy projects will be ready for visitors by the 200th anniversary of the Corps of Discovery's arrival here on Nov. 3-5.

Open for viewing and public use will be the \$535,000, 108-foot-long Fort Vancouver Tapestry, scheduled to hang July through September at Clark College in Vancouver; the \$3 million Capt. William Clark Park at Cottonwood Beach in Washougal; and the \$575,060 Cathlamet Plankhouse at Ridgefield.

While all five commemorative projects have used the cachet of the Lewis and Clark Bicentennial for fund-raising purposes, only the park project is keyed directly to the Corps of Discovery's visit here.

The other four projects all have additional purposes:

- * The plankhouse to recognize the Chinook Indian Tribe.
- * The tapestry to celebrate Vancouver's rich history.
- * The trail system to accommodate walking, biking and horse traffic.
- * The Confluence Project to artistically embrace the natural environment and recognize the American Indian history on the Columbia River between Clarkston and Astoria, Ore.

Organizers are not at all surprised that neither the Confluence Project nor the Lewis and Clark Discovery Trail will be finished in the next couple of years.

Riding on Lewis and Clark fever along with many other project organizers across the nation, the organizers simply used the bicentennial to stir enthusiasm and fund raising. They have never claimed their projects would be wrapped up this year or next.

Fund-raising optimism

"This thing will get done," said David Nierenberg, the Confluence Project's fund-raising chairman, who personally gave \$1 million of \$13.5 million in the project's coffers so far.

He said he and his wife, Patricia, "are committed to this ourselves like a pig is committed to bacon." The Nierenbergs are willing to chip in more money personally, he said, and his goal is to finish fund raising by the end of 2006.

The project's \$13.5 million fund includes \$7 million in state and federal funds, he said.

For the Confluence Project's closest link to Vancouver, ground is to be broken this fall on a \$10 million land bridge that will cross state Highway 14, dip under the Burlington Northern Santa Fe tracks and connect the Fort Vancouver National Historic Site with the Columbia River, said Thayer Forabaugh, Vancouver's transportation manager.

If that schedule is followed, the bridge might be completed in 2008. It is not pegged to Lewis and Clark directly, but is expected to include American Indian artistic motifs focusing attention both on the fort and the river, said Rene Senos, spokeswoman for Jones & Jones Architects. Partner JohnPaul Jones designed the bridge in cooperation with renowned New York artist Maya Lin.

Confluence Project observers can expect to see only one site completed this year. That will be Lin's design for a symbolic basalt

http://www.columbian.com/05052005/clark_cc/272835.cfm

5/6/2005

http://www.columbian.com/05052005/clark_cc/272835.cfm

5/6/2005

APPENDIX G: Clark County Legacy Projects

columbian.com: Serving Clark County, Washington

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rock "fish-cleaning station" and land forms at Cape Disappointment near Ilwaco. She has also laid out descriptions for the beginnings of a "Skybow" at Chief Timothy State Park, six miles west of Clarkston, Idaho.

Plans haven't been lined up for the other Confluence Project sites: Frenchman's Bar Park, northwest of Vancouver; Sacajawea State Park at Pasco; Celilo Falls, near The Dalles, Ore.; and on the Sandy River east of Portland.

Greenway trail

Likely to take even longer than the Confluence Project is the Lewis & Clark Discovery Greenway Trail that will link the 14 landing sites with many other trail systems throughout the metropolitan area.

The Clark County portion of the trail will be repackaged and renamed for Lewis and Clark at a cost of about \$80,000 over the next few months under the supervision of Kelly Punteney, the city of Vancouver's trails, greenways and urban forestry developer.

Punteney plans to hook the county's hiko, bike and horse trail plan to Lewis and Clark's coattails. That will be done, he said, under a new contract with MacKay & Sposito, Inc. of Vancouver. The 1992 Clark County Trails & Bikeway System Plan will be rewritten to include current work, including the Interstate trails, he explained.

Punteney expects to roll out the new county plan on April 8, 2008, the 200th anniversary of the date Lewis and Clark left the area of modern Washougal to head back east.

That will mark the beginning of a new era for trail-building, he said.

"I'm hoping this document will show that we took the moment and stopped everything and really looked at the systems of transportation for this county named for Capt. William Clark, and made trails just as the Corps of Discovery made trails," Punteney said.

The \$50 million greenway's beginnings are extensive, but the full system is a work in progress, involving many city, state, county and regional agencies. So far, the greenway simply is a network of hiking, biking and horseback paths under construction for many years, some connected and others scattered throughout the Portland-Vancouver area.

Trail sections range from the dirt paths of Portland's Forest Park to the Interstate 5 and 205 highway bridges. North of the river, about 80 miles of the proposed trail winds through Clark County, from Ridgefield to Washougal, including Vancouver's Renaissance and

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Discovery trails. The goal is to complete the system over the next 20 years.

Celthopolle Plankhouse

Out at Ridgefield, the \$576,000 plankhouse is a colorful exterior ready for use. But it's simply an empty building, with no American Indian art or crafts inside.

Plankhouse backers recently collected an \$80,000 National Park Service grant, however. It will be used to outfit the plankhouse with appropriate baskets, hides and food. It'll be used to schedule programs and train docents and rangers, allowing the plankhouse to be opened to the public on a regular basis later this year, said Virginia Parks, an archaeologist with the U.S. Fish and Wildlife Service.

Armed with a recent \$85,000 National Park Service grant, Clark Park at Washougal is under construction with an opening scheduled for Aug. 7, with canoe races, fiddlers, jerky makers, a salmon and buffalo steak feed, and many displays and events.

In other venues, the bicentennial continues to unfold.

Speeches, displays and gatherings are quietly popping up, several each month. The plankhouse officially opened in Ridgefield; the "12 Days in Clark County" teacher workshops coached teachers to help students understand Lewis and Clark; and the Lewis and Clark "End of Our Journey" exhibit opened at the Clark County Historical Museum.

Tonight on the bicentennial docket, Gary Stroutsos, a premier Native American flute player, will provide music and stories of the Hidatsa, Mandan and Lakota tribes of the Lewis and Clark era at the Woodland Middle School cafeteria, 755 Park St., at 7 p.m.

The bulk of commemorative events will come between July and December.

Talk about this story in our Discussion Forums.

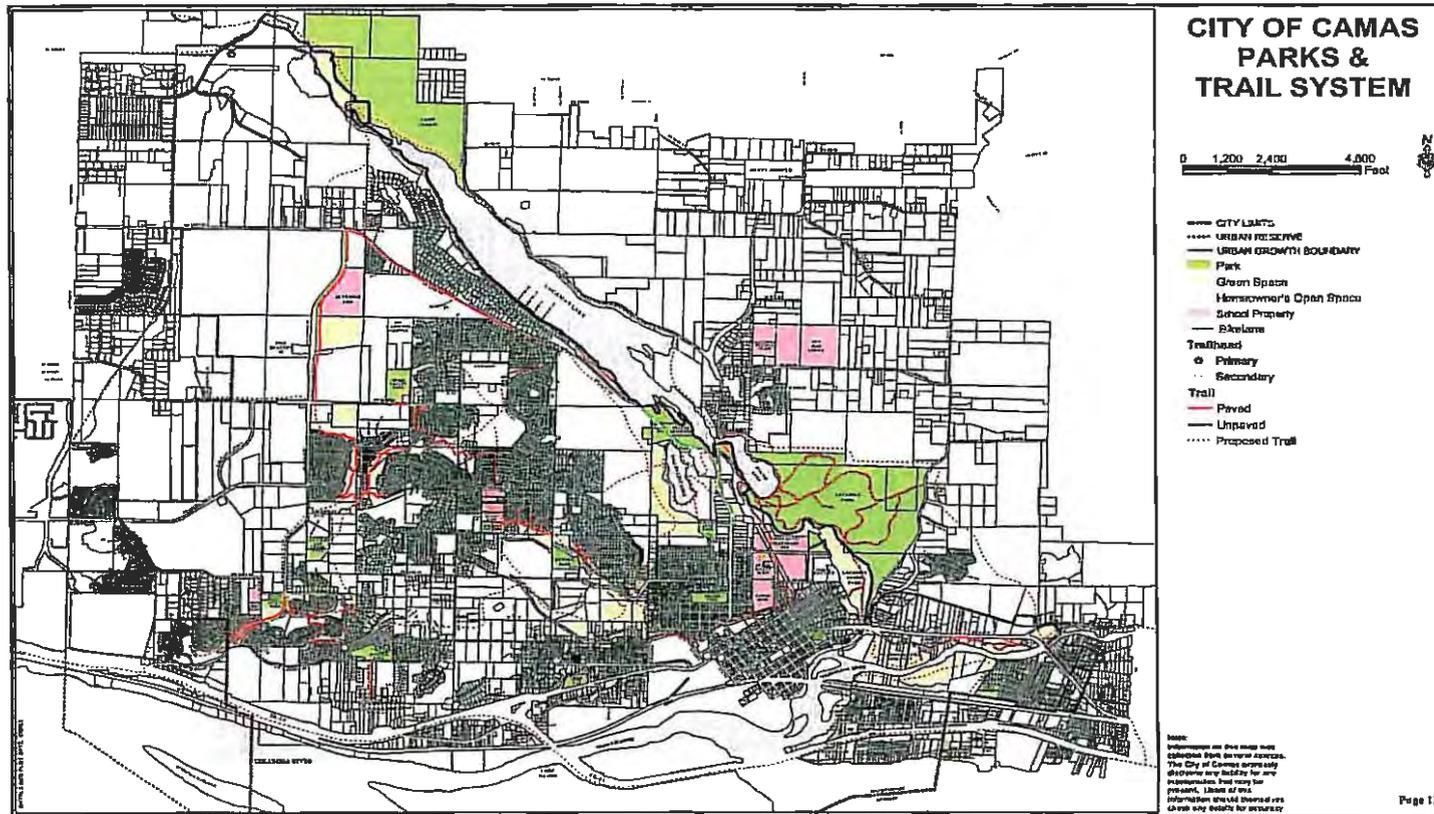
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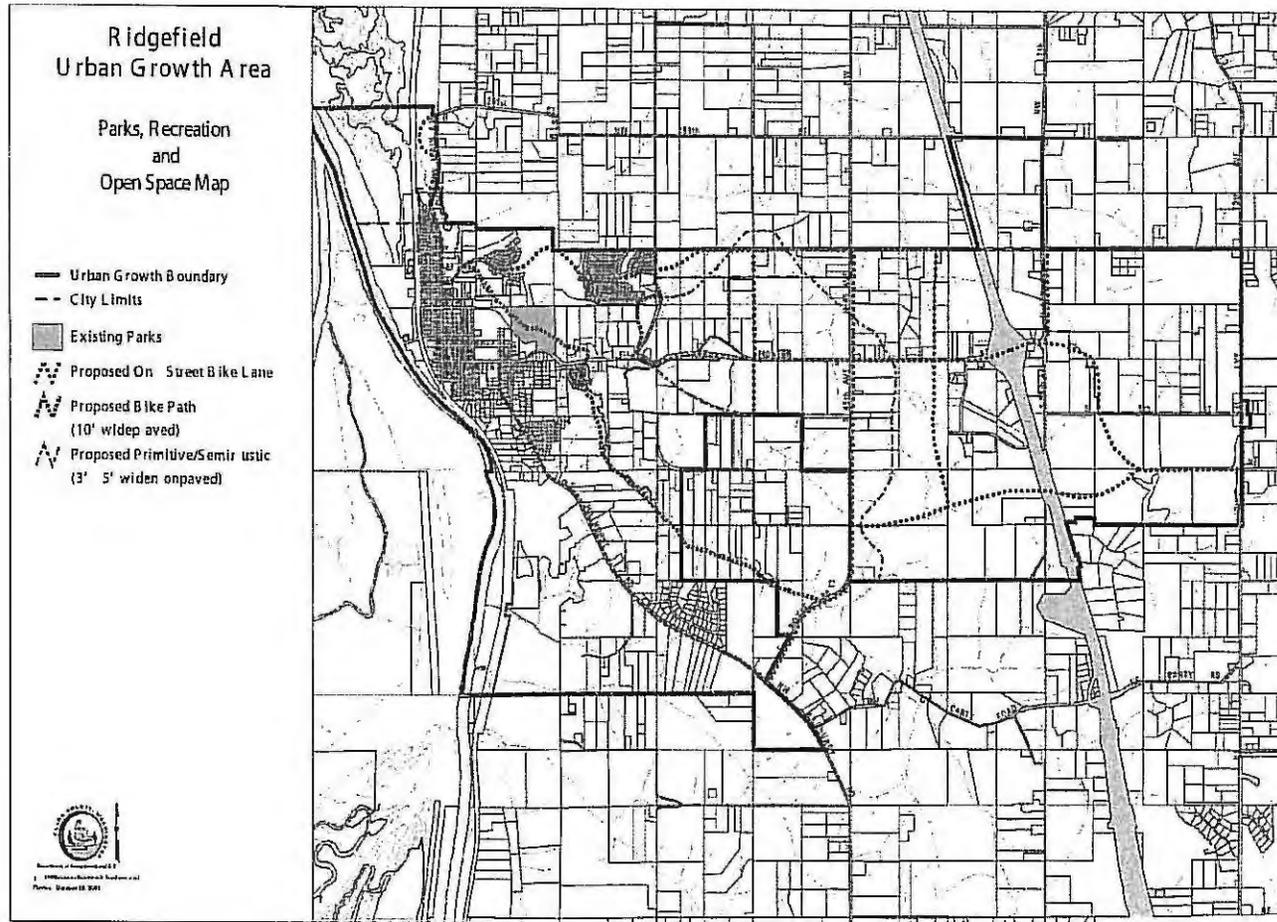
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Regional Trail and Bikeway Systems Plan

APPENDIX H: Local Area Trail Maps



Regional Trail and Bikeway Systems Plan



Regional Trail and Bikeway Systems Plan

APPENDIX I – Funding Resources

Controlling Agency	Greater Clark Park District
Program/Source	Regular Property Tax Levy
Purpose	<ul style="list-style-type: none"> Funding of park, trail and ball-field acquisition, development and maintenance inside the boundaries of the Park District (Unincorporated area of Vancouver UGA)
Eligible Projects	<ul style="list-style-type: none"> Acquisition Development Maintenance
Geographical Restrictions	<ul style="list-style-type: none"> Revenue is collected inside the Park District only Funds must be used inside the Park District
Funds Available	<ul style="list-style-type: none"> 2006 revenue collection est.: \$2.7 million (original estimate was \$2.1 million) Per parks web site: funding for the maintenance of 35 new parks, seven miles of trail and 41 sports fields
Availability for Trails	<ul style="list-style-type: none"> \$--- designated in original funding plan for trail maintenance (7 miles of trails) \$---- designated in original funding plan for trail construction Must compete with other projects for uncommitted funds
Revenue/Tax Base	<ul style="list-style-type: none"> Property tax collected at rate of \$0.27/\$1,000 AV in 2006 Regular levy will grow at 1% per year plus value of new construction
Eligible Recipients	NA
Grant Limits	NA
Sponsor Match	NA
Comments	
Contact	Steve Duh Clark/Vancouver Parks and Recreation Department

Controlling Agency	Clark County
Program/Source	Bonds Sales (repaid with future property tax)
Purpose	<ul style="list-style-type: none"> Funding of capital projects included in the Capital Facilities Plan (CFP) Provides a mechanism to fund large projects and spread costs over project life Allows future residents who benefit to share in facility costs
Eligible Projects	<ul style="list-style-type: none"> Capital acquisition and development projects in CFP.
Geographical Restrictions	<ul style="list-style-type: none"> Countywide
Funds Available	<ul style="list-style-type: none"> Total legal non-voted bond capacity is 1.5% of AV; 12/31/04 unused, non-voted capacity: \$296 million Total legal non-voted and voted bond capacity is 2.5% of AV; 12/31/04 unused voted and non-voted bond capacity: \$740 million. The county has no outstanding voter-approved bond debt.
Availability for Trails	<ul style="list-style-type: none"> Must compete with other county capital projects for non-voted bond revenues. Voted bond revenues can specify use for trails.
Revenue/Tax Base	<ul style="list-style-type: none"> Non-voted bonds require a separate revenue stream. Voted bonds require 60% voter approval and are repaid with dedicated property tax. Current assessed value (2005) \$34.24 billion.
Eligible Recipients	Clark County
Grant Limits	NA
Sponsor Match	NA
Comments	Amount, term, and structure of bond will determine payment schedule
Contact	

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Controlling Agency	Clark County
Program/Source	Property Tax Lid Lift
Purpose	<ul style="list-style-type: none"> • Funding county programs, services, and capital projects • May be general or dedicated to a specific purpose
Eligible Projects	<ul style="list-style-type: none"> • Acquisition • Development • Maintenance & Operations
Geographical Restrictions	<ul style="list-style-type: none"> • Countywide
Funds Available	<ul style="list-style-type: none"> • County 2005 unused levy rate: \$.29/\$1,000 AV • Each \$.01 = \$340,000 • Capped at 1% annual growth • Available for term of lid lift, which may be permanent • Requires 50% voter approval
Availability for Trails	<ul style="list-style-type: none"> • Compete for funding with other park development projects or other countywide projects
Revenue/Tax Base	<ul style="list-style-type: none"> • Countywide tax base \$34.24 billion
Eligible Recipients	Clark County
Grant Limits	NA
Sponsor Match	NA

Controlling Agency	Clark County
Program/Source	Real Estate Excise Tax – Dedicated to Park Development
Purpose	<ul style="list-style-type: none"> • Funding of park capital projects included in Capital Facilities Plan • All but an estimated \$_____ per year committed • Residual amount available for other park and trail development
Eligible Projects	<ul style="list-style-type: none"> • Acquisition • Development
Geographical Restrictions	<ul style="list-style-type: none"> • Unincorporated area only • Revenue is split between urban(\$1.9 million) and rural (\$2.4 million) ; urban share must be used inside the Vancouver UGA; Rural share must be used in the unincorporated area only
Funds Available	<ul style="list-style-type: none"> • 2005 revenue collections: ~\$4.3 million • Estimated \$_____ per year not committed • Est. cash balance as of 12/31/04: \$_____
Availability for Trails	<ul style="list-style-type: none"> • Compete for funding with other park development projects
Revenue/Tax Base	<ul style="list-style-type: none"> • 50% of ¼% (.125%) tax on sale of real property in unincorporated area
Eligible Recipients	NA
Grant Limits	NA
Sponsor Match	NA
Comments	•
Contact	Steve Duh Clark/Vancouver Parks and Recreation Department

Regional Trail and Bikeway Systems Plan

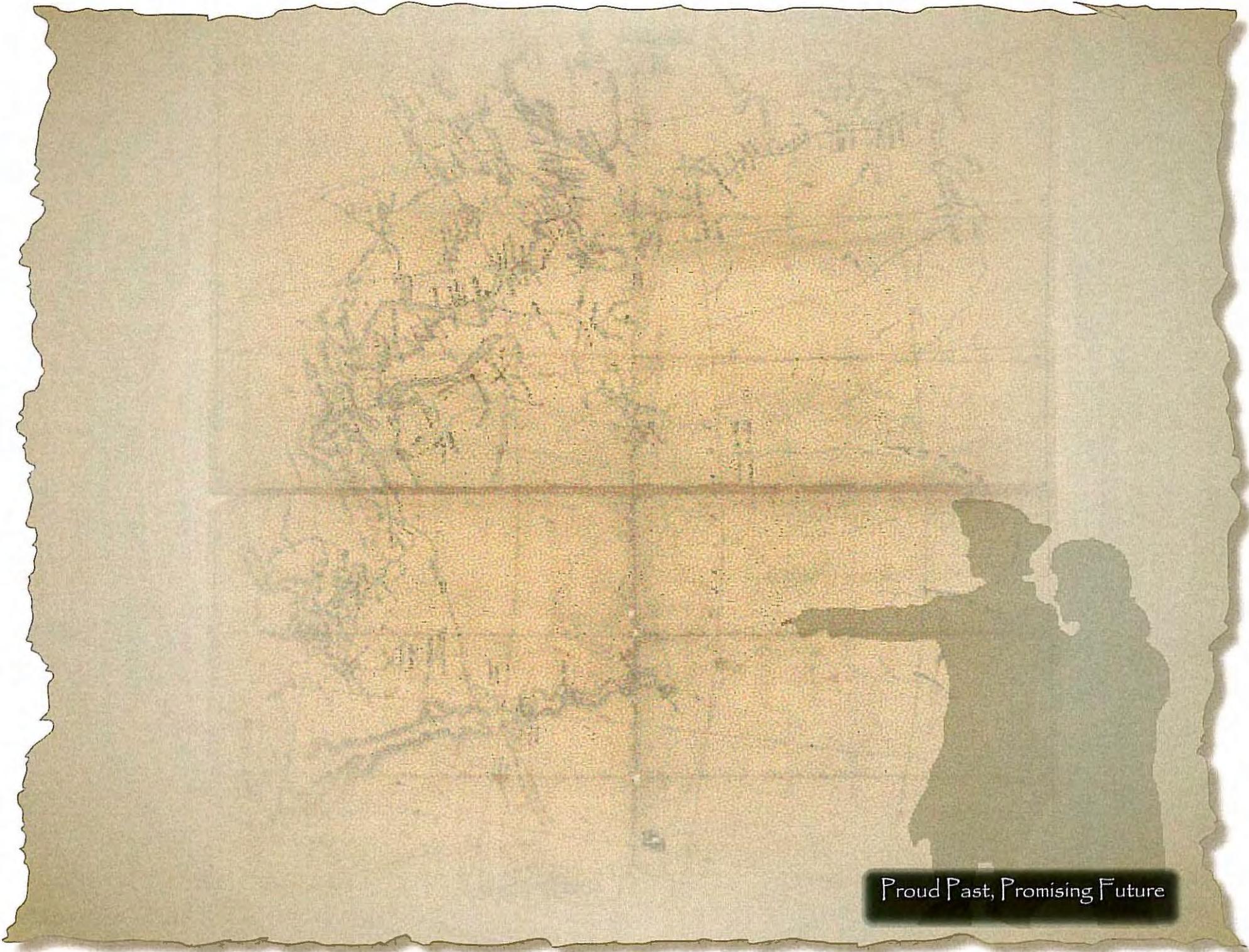
Controlling Agency	City of Vancouver/ Clark County
Program/ Source	Park Impact Fees
Purpose	<ul style="list-style-type: none"> Funding of park capital projects included in Six Year Park Capital Facilities Plan
Eligible Projects	<ul style="list-style-type: none"> Acquisition Development
Geographical Restrictions	<ul style="list-style-type: none"> Only collected inside urban growth area Must be used in sub-area where collected
Funds Available	<ul style="list-style-type: none"> 2005 revenue collections: \$ _____ Estimated \$ _____ per year not committed Est. cash balance as of 12/31/04: \$ _____
Availability for Trails	<ul style="list-style-type: none"> Compete for funding with other park development projects
Revenue/Tax Base	<ul style="list-style-type: none"> Fee collected at time building permit is issued for residential development Fee based on estimated cost to meet park development service level standard
Eligible Recipients	NA
Grant Limits	NA
Sponsor Match	NA
Comments	<ul style="list-style-type: none"> Trail projects are not currently included in PIF program
Contact	Steve Duh Clark/Vancouver Parks and Recreation Department

Controlling Agency	City of Vancouver
Program/ Source	Second ¼% Real Estate Excise Tax – Dedicated to Parks & Recreation
Purpose	<ul style="list-style-type: none"> Funding of park capital projects included in Capital Facilities Plan All but an estimated \$ ____ per year dedicated to Firstenburg and Marshall community centers Residual amount available for other park and trail development
Eligible Projects	<ul style="list-style-type: none"> Acquisition Development
Geographical Restrictions	<ul style="list-style-type: none"> Inside Vancouver city limits only
Funds Available	<ul style="list-style-type: none"> 2005 revenue collections: ~\$2.9 million Estimated \$100,000 per year not committed Est. cash balance as of 12/31/04: \$ _____
Availability for Trails	<ul style="list-style-type: none"> Compete for funding with other park development projects
Revenue/Tax Base	<ul style="list-style-type: none"> Tax of ¼% (.125%) on sale of real property inside Vancouver city limits
Eligible Recipients	NA
Grant Limits	NA
Sponsor Match	NA
Comments	<ul style="list-style-type: none"> Funding plan for community centers not finalized
Contact	Steve Duh Clark/Vancouver Parks and Recreation Department

Regional Trail and Bikeway Systems Plan

Controlling Agency	Washington State Interagency Committee for Outdoor Recreation
Program/Source	Land and Water Conservation Fund
Purpose	<ul style="list-style-type: none"> To acquire and develop outdoor recreation facilities, including parks, trails, and wildlife lands. (See comments re: program priorities)
Eligible Projects	<ul style="list-style-type: none"> Acquisition Development and renovation Costs related to indoor facilities, maintenance, and operation are not eligible
Geographical Restrictions	<ul style="list-style-type: none"> Varies per applicant jurisdiction Multi-jurisdiction projects allow county-wide coverage
Funds Available	<ul style="list-style-type: none"> Highly variable based on federal authorization Since 1965, nearly \$64 million distributed for 533 projects statewide
Availability for Trails	<ul style="list-style-type: none"> Eligible projects specifically include trails/paths. Grant cycles occur on annual basis
Revenue/Tax Base	<ul style="list-style-type: none"> Federal revenue from outer continental shelf mineral receipts, motorboat fuel taxes, recreation user fees, and funds from sale of federal property.
Eligible Recipients	<ul style="list-style-type: none"> Local governments, tribes, and state agencies.
Grant Limits	<ul style="list-style-type: none"> Minimum \$25,000 Maximum \$500,000
Sponsor Match	<ul style="list-style-type: none"> Minimum 50% of total project cost
Comments	<ul style="list-style-type: none"> Program priorities: trails that serve walking/biking with high connectivity; renovation; facilities that support low-impact, non-consumptive activities within natural settings.
Contact	<p>Interagency Committee for Outdoor Recreation 1111 Washington Street SE P.O. Box 40917 Olympia, WA 98504-0917 Kammie Bunes – Project Manager for Clark County (306) 902-3019</p>

Controlling Agency	Washington State Interagency Committee for Outdoor Recreation
Program/Source	National Recreation Trails Program
Purpose	<ul style="list-style-type: none"> To rehabilitate and maintain motorized and non-motorized recreational trails that provide/support a backcountry experience.
Eligible Projects	<ul style="list-style-type: none"> Rehabilitation Maintenance Education Development of trailhead facilities or new trails if closely linked to existing trails (acquisition and most new development projects not eligible)
Geographical Restrictions	<ul style="list-style-type: none"> Program focuses on projects that support backcountry experiences
Funds Available	<ul style="list-style-type: none"> Since 1994, \$7.25 million for 245 projects. In fiscal 2005, \$1.23 million was awarded.
Availability for Trails	<ul style="list-style-type: none"> Specific allocation for trails (30% motorized; 30% non-motorized; 40% “diverse” use required ratio.) Grant cycles occur on annual basis
Revenue/Tax Base	<ul style="list-style-type: none"> Federal gasoline taxes attributed to recreational, non-highway uses.
Eligible Recipients	<ul style="list-style-type: none"> Local governments (towns, cities, etc.), nonprofits, state agencies, tribes, federal agencies.
Grant Limits	<ul style="list-style-type: none"> Minimum \$5,000 Maximum \$50,000 Education project limits \$5,000 - \$10,000
Sponsor Match	<ul style="list-style-type: none"> Minimum 20% of total project cost
Comments	<ul style="list-style-type: none"> Project review criteria focus on need, project support, readiness to proceed, etc.
Contact	<p>Interagency Committee for Outdoor Recreation 1111 Washington Street SE P.O. Box 40917 Olympia, WA 98504-0917 Kammie Bunes – Project Manager for Clark County (306) 902-3019</p>



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