Appendices

Over: Overlooking Burnt Bridge Creek near MP-1.

Right: MP-17 north of Crawford Road and NE 249th Street.

Appendix A

Alignment Narrative

Recommended Alignment

This section describes the recommended alignment for the Chelatchie Prairie Rail with Trail for the length of the corridor.

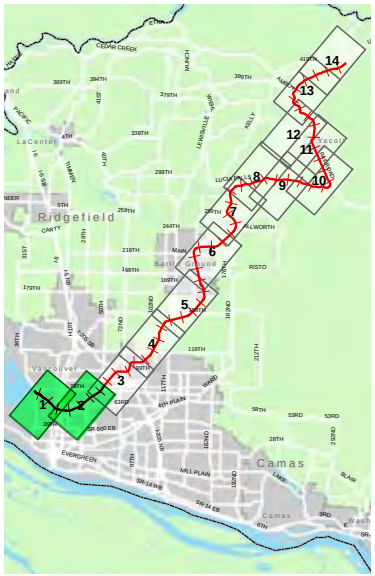
Alternatives were considered and evaluated in each segment of the corridor during the development of the recommended alignment.

Interim alignments are suggested to work around narrow right-of-way or other constraints in some segments. These out of corridor alignments were not evaluated for suitability as bicycle, pedestrian, or equestrian routes, and require further study.

Please refer to Maps 1 through 14 in the Recommendations chapter.

Key Map

The alignment narrative in this section describes the recommended alignment and improvements beginning at Mile Post-0 (MP-0) at Fruit Valley Road. References to left and right refer to orientation within the right-of-way while facing the end of the line. See Maps 1 through 14 in the Recommendations chapter.



Map 1: MP-0 to MP-1.5.
Map 2: MP-1.5 to MP-4.

Map 1

FRUIT VALLEY ROAD TO NE HAZEL DELL AVENUE (MP-0 to approximately MP-1.5):

RECOMMENDED: **Out of ROW: Burnt Bridge Creek Greenway.** Less than 1000 feet south of MP-0, the Burnt Bridge Creek Greenway begins at a trailhead at NW Fruit Valley Road and NW Bernie Drive. This 1.5-mile segment of the Greenway is a paved multi-use path with scenic views of Burnt Bridge Creek and wetlands. The trail is scheduled for reconstruction in 2008.

A mid-block crossing of NE Hazel Dell Avenue and construction of 780 ft gap paralleling Hazel Dell are required to continue along the Burnt Bridge Creek Greenway.

Map 2

NE HAZEL DELL AVENUE TO NE ST. JOHNS ROAD. (MP-1.5 to MP-3.25)

RECOMMENDED: Out of ROW continues - Burnt Bridge Creek Greenway/ Hwy 99 Trail/ Railroad Corridor: Continue following the Burnt Bridge Creek Greenway Trail at the east bound intersection with NE Hazel Dell Avenue (build the 780-foot gap parallel to Hazel Dell Avenue). The posted speed limit for NE Hazel Dell Avenue is 35 MPH and the ADT is 3,258 (2007). The Burnt Bridge Creek Greenway includes the existing trail underpass of Hwy 99/Main Street and overpass of Interstate-5.

On the east side of the Interstate-5 crossing, the Hwy 99 Trail runs north adjacent to the highway ending at the signalized intersection of NE Ross Street/NE North Street at Hwy 99. Continue the alignment across this intersection with the existing ladder crosswalk. The posted speed limit here at Ross Street is 25 MPH. Rejoin the railroad corridor approximately 400 feet north at the top of an embankment. This is a potential trailhead location. Coordinate connections to Hwy 99 Sub Area pedestrian access.

Continue on the right side of the 150-foot ROW through the BPA Ross Substation. Cross two spurs serving the substation. Continue on the right side of the 60-foot ROW to the underpass of NE Minnehaha Street. Cross to the left side of the rail at the existing permitted crossing at Cold Creek, east of NE Minnehaha Street. Continue to NE St. Johns Road at MP-3.25.

This alignment avoids the need for new bridges across I-5 and Hwy. 99 and uses the existing Burnt Bridge Creek Greenway and Hwy. 99 trails and bridges.

CROSSING NE ST. JOHNS ROAD AT NE 68th STREET (MP-3.25)

RECOMMENDED: The alignment approaches NE St. Johns Road on the left side of the 60-foot ROW. Divert north to the north side of T-intersection of NE 68th Street and St. Johns Road. Build a new on-grade crossing of St. Johns Road at NE 68th Street in conjunction with a proposed traffic signal. Include appropriate pedestrian improvements. The posted speed limit on NE St. Johns Road is 40 MPH and the ADT is 14,677 (2007).

NE ST. JOHNS ROAD TO NE 78th STREET (MP-3.25 to MP-4)

RECOMMENDED: The recommended alignment runs parallel to NE St. Johns Road in the road ROW to the northeast end of the Rye Yard. After crossing NE 40th and NE 43rd Avenues (minor industrial access roads with stop signs) the alignment re-enters a 60-foot wide rail ROW on the left side and continues to NE 78th Street. Acquisition may be required.

The rail corridor continues across NE 78th Street, a major arterial (posted speed limit of 45 MPH/ADT 25,543 (2004)), at a stop controlled T-intersection with NE 47th Avenue, a minor industrial access route.

The recommended alignment leaves the rail right-of-way on the south side of NE 78th Street and runs east to the Padden Parkway Trail.

Map 3

NE 78th STREET/Padden Parkway Detour (MP-4 to MP-7.25)

North from NE 78th Street, the Chelatchie ROW narrows for almost two miles to as little as 50 feet. Industrial properties are encountered on both sides of the right-of-way. Coordination of trail development with industrial rail service on both sides of the corridor, combined with the narrow right-of-way and environmental constraints, make trail alignment difficult. The recommended primary alignment outlined below provides an out-of-ROW detour around this difficult segment of the corridor using the existing Padden Parkway Trail and future road corridor improvements on NE 94th Avenue. Future rail related acquisitions and improvements between MP-4 and MP-7.25 should anticipate a trail alignment within the rail ROW.

RECOMMENDED PRIMARY ALIGNMENT: Out of ROW: PADDEN PARKWAY/NE 94th AVENUE WORK-AROUND: Create a 2,000-foot connection east from the Chelatchie Rail ROW paralleling NE 78th Street to the existing Padden Parkway Trail. Sign the Padden Parkway Trail for easy wayfinding.

Connect back to the Chelatchie Prairie Rail corridor via a new shared-use path (not detailed in this report) developed in conjunction with future roadway improvements on NE 94th Avenue and NE 119th Street. Include a trail crossing and crosswalks at future signalization of NE 94th Avenue and NE 119th Street (posted speed limit: 50 MPH/ADT 5,540 (1989)). Rejoin the rail ROW near MP-7.6. The total length of this out of ROW detour is approximately four and one-half miles.

ALTERNATIVE ALIGNMENT: Remain in ROW if railroad is abandoned, or in coordination with rail redevelopment and ROW acquisition.

Map 4

NE 119th STREET to NE 149th STREET

RECOMMENDED: **Rejoin Railroad Corridor:** At NE 119th Street the trail alignment stays to the right side of the 100-foot ROW. Moderate to significant clearing and grubbing will be required because of heavy tree canopy adjacent to the corridor in certain areas.

The on-grade crossing of NE 131st Street has a posted speed limit of 40 MPH and an ADT of 1,518 (2005). The alignment switches to the left side, between the railroad corridor and NE Laurin Road. Laurin Middle School and Glenwood Heights Elementary are located to the west on NE 134th Street. There are two minor on-grade crossings serving 5 residences in this segment.

Proposed Railroad Industrial Zone: From MP-8.6 to MP-9.25 the right of way narrows to 60 feet as it traverses an area proposed for rezoning to Railroad Industrial. The development code language creating this new zone should be crafted to anticipate the need for trail continuity through the development, either in the rail corridor or as a separate, well connected, safe and convenient alignment integrated into the site. Provide access to Summit View High School on the north side of NE 149th Street.

Map 3: MP-4 to MP-7.
Map 4: MP-7 to MP-9.1.

Figure A-1: A Railroad Industrial Zone is currently under consideration for an area served by the Chelatchie Prairie rail corridor south of Caples.

Map 5: MP-9.1 to MP-12.5.

Map 5

NE 149th STREET TO NE 137th AVENUE (MP-9.1 to MP-10.6)

RECOMMENDED: **NE 149th Street/HWY 503 Trail/Railroad Corridor:** The recommended alignment is on the north side of NE 149th Street, east to the signalized intersection with Hwy 503 at Caples Road (posted speed limit of 50 MPH/ADT 25,357 (2005)).

Improve the ladder crosswalk and pedestrian activated signal crossing Hwy 503. Join the existing Hwy 503 Trail heading north.

The 503 Trail continues north in the highway ROW to Battle Ground. Approximately 800 feet north of Caples Road the 503 Trail crosses the Chelatchie Rail ROW. The recommended Chelatchie Prairie RWT rejoins the 60-foot ROW on the left (north) side of the track near MP-9.6.

In Brush Prairie, the rail makes an on-grade crossing of NE Caples Road which has a posted speed limit of 35 MPH and an ADT of 2,000. The recommended RWT alignment switches to the right side and runs parallel to a siding for approximately ¼ mile in this 100 foot ROW. This area will require coordination with future industrial and rail development to minimize land use and rail/trail conflicts.

Trail alignment on the right side of the track minimizes interaction with potential industrial rail access at the industrial site north of the ROW. Moderate clearing and grubbing with minor on site grading will be needed up to NE 137th Avenue.

NE 137th Avenue to NE 142nd Avenue (MP-10.6 to MP-11)

RECOMMENDED: Out of ROW: At MP-10.6 the recommended trail alignment leaves the ROW as a shared-use path on the west side of NE 137th Avenue. Run north to a future traffic signal at NE 159th Street. Follow the north side of NE 159th Street east to NE 142nd Avenue and turn north. This detour avoids mid block on-grade crossings at NE 137th Avenue (50 MPH/ADT 2,000 (2006)), NE 159th Street (50 MPH/ADT 4,859 (2006)), and NE 142nd Avenue (50 MPH/ADT 3,097 (2007)). Coordinate with future roadway improvements.

Future roadway improvements should include shared-use path access east one mile to Hockinson Middle and High School via NE 159th Street. Minor clearing and grubbing will be needed up to NE 142nd Avenue.

NE 142nd AVENUE TO NE 199th STREET (MP-11 to MP-13.1)

RECOMMENDED: **Out of ROW Work Around:** At Mile Post-11 the rail right-of-way crosses NE 142nd Avenue and continues to the northeast. The ROW narrows to 66 feet and encounters several natural features that complicate trail implementation. While the desirable alignment does ultimately follow the right-of-way in conjunction with rail improvement or abandonment, an interim route can parallel NE 142nd Avenue and NE 199th Street, rejoining the rail corridor where it crosses NE 199th Street near MP-13. The posted speed limit for NE 142nd at MP-11 is 50 MPH with an ADT of 3,097 (2007).

Future Implementation in the Railroad Corridor: Rejoin the right side of the ROW at MP-11 where it crosses NE 142nd on-grade. Acquisition may be required. Wetland areas and large trees in the vicinity of MP-11 may require special design measures and/or mitigation. Minor grading and moderate clearing and grubbing will be needed up to NE Cedars View Drive.

The alignment stays to the right after the on-grade crossing of NE Cedars View Drive, serving one residence. Near NE 152nd Avenue the ROW widens to 100 feet and parallels NE 152nd Avenue to NE 181st Street. The trail runs between the track and roadway in 100 foot ROW. Minor to moderate clearing and grubbing will be required. Cross NE 181st Street on-grade at the intersection with NE 152nd Avenue. The posted speed limit here is 40 MPH with an ADT of 1,000.

North of NE 181st Street the ROW narrows to 66 feet. The trail remains on the right with Cedars View Golf Course across the railroad to the west. Moderate to significant clearing and grubbing will be needed.

A significant bridge will be required across Salmon Creek. Coordination with Salmon Creek open space managers and/or Cedars Golf Course could provide alignment and crossing alterna-

tives. The alignment continues on the right side creating better coordination with Salmon Creek open space and riparian area interpretation. Minor to moderate clearing and grubbing to NE 199th Street will be needed.

Map 6

NE 199th STREET TO EAST MAIN STREET IN BATTLE GROUND (MP-13.1 to MP-14.2)

RECOMMENDED: **Railroad Corridor:** The interim route on NE 142nd Avenue may rejoin the ROW at NE 199th Street.

Improve an on-grade crossing of NE 199th Street which has a posted speed limit of 40 MPH and an ADT of 12,456 (2007). Future roadway improvements should include shared-use path access to Maple Grove Middle School approximately one mile west on NE 199th Street.

Rejoin the right side of the 66-foot ROW to provide access to new development, interpretive opportunities for existing wetlands and stormwater ponds, and to avoid sidings and spurs on the left side. Coordinate trail development with alignment opportunities within developments adjacent to the corridor and provide trail connections. Improve the on-grade crossing of SE Rasmussen Blvd which has a posted speed limit of 25 MPH and an ADT of 2,350.

Continue on the right side of the 100-foot ROW to Main Street. Coordinate with reconstruction of NE Grace Avenue, the intersection of Grace and Main Street, and improvements to the Battle Ground Rail Yard. Acquisition may be required.

Include the shared-use trail in the design of a new Grace/Main intersection including pedestrian/bicycle activated signals and ladder crosswalks. East Main Street has a posted speed limit of 25 MPH and an ADT of 4,750.

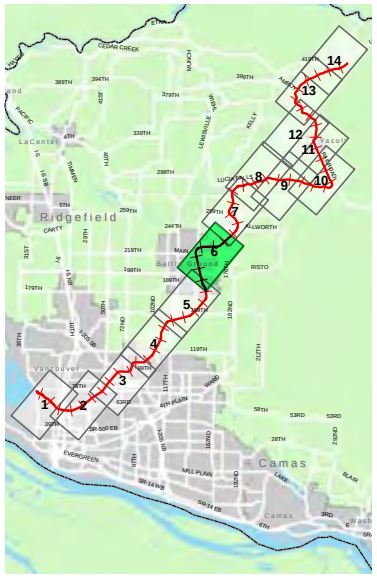
Downtown Battle Ground provides many trail user needs including a local bike shop adjacent to the corridor, restaurants and retail stores. Battle Ground High School is one half-mile west on Main Street.

EAST MAIN STREET AT FAIRGROUND PARK TO NE 249th STREET NEAR BATTLE GROUND LAKE STATE PARK (MP-14.2 to MP-17)

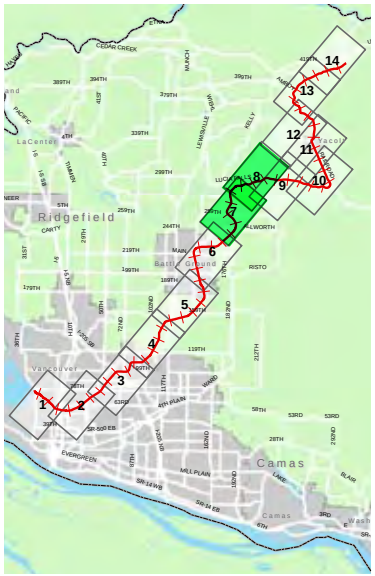
RECOMMENDED: Railroad Corridor: Coordinate alignment through Fairground Park with city parks department. Rejoin the right side of the 100-foot rail ROW in Fairground Park to a crosswalk of Fairground Avenue at Grace Ave. NE Fairground Avenue has a posted speed limit of 25 MPH and an ADT of 1,050.

After the crossing of NE Fairground Avenue at Grace Avenue (MP-14.4), the recommended trail alignment continues on the right side of the 100-foot ROW to MP-17 at NE 249th Street. There are no public roadway crossings between NE Fairground and NE 249th Street (2.6 miles). Tukes Mountain rises steeply on the right (south) and moderate to significant grading, clearing and grubbing may be necessary on the upslope side between MP-14.5 and MP-15.5. Construction from MP-15.5 to NE 149th Street will require minor to moderate grading and clearing. Riparian and wetland impacts may be expected in this segment and drainage improvements may be required to maintain rail access as well as to improve the trail corridor.

Alternative Access to Battle Ground Lake State Park: Near MP-16 the rail corridor crosses diagonally through an 80-acre parcel of state land. Access to a trailhead at the southwest corner of Battle Ground Lake State Park could be made through this parcel and along NE 167th Avenue to NE 244th Street. This access to Battle Ground Lake State Park permits trail users to bypass the busy main entrance to the park, located on a curve on Palmer Road at NE 249th Street near MP-17.



Map 6: MP-12.5 to MP-16.



Map 7: MP-16 to MP-19.
Map 8: MP-19 to MP-21.

Map 7

NE 249th STREET TO NE 279th STREET - BATTLE GROUND LAKE STATE PARK TO HEISSON (MP-17 to MP-18.7)

RECOMMENDED: Railroad Corridor: The on-grade crossing of NE 249th Street, at NE Crawford Road, has a posted speed limit of 50 MPH and an ADT of 1,214 (1998). Consider improving the crossing with signing and a ladder crosswalk.

Side trail to Battle Ground Lake State Park main entrance: Develop a side trail west on NE 249th Street to access Battle Ground Lake State Park. Improve pedestrian crossing to the State Park main entrance at NE 249th Street and NE 182nd Avenue.

Railroad Corridor: The trail continues on the right side of the 100 foot ROW with moderate grading and clearing/grubbing to NE 182nd Avenue. At NE 182nd Avenue, turn north 100 feet to cross adjacent to an existing driveway. Consider installing a ladder crosswalk perpendicular to traffic. NE 182nd Avenue has a posted speed limit of 50 MPH and an ADT of 1,892 (2002). Visibility is limited by vertical and horizontal curves in the roadway alignment. Rejoin the 100-foot rail ROW and cross to the left side of the ROW.

Connection to Battle Ground Lake State Park: The left side of the ROW provides opportunities to connect to trails and facilities in Battle Ground Lake State Park. Minor to moderate grading and clearing is required.

Improve an on-grade crossing of NE 259th Street which has a posted speed limit of 50 MPH and an ADT of 1,080 (2002). The alignment stays on the left side of the 100 foot ROW between the railroad and NE Webster Road for approximately one half mile with moderate grading and clearing.

The ROW increases to 150 feet as it approaches a fill section across a creek and wetland complex south of Heisson. The rail bridge in this segment shows problems related to soil movement. A trail alignment will traverse the creek and wetlands by a stand-alone structure or boardwalk. Moderate clearing and minor grading will be needed up to NE 279th Street.

Map 8

NE 279th STREET TO NE HANTWICK ROAD - HEISSON TO EAST FORK LEWIS RIVER TRAILHEAD (MP-18.7 to MP-22)

Cross NE 279th Street on-grade near the Heisson Store. The Heisson Store vicinity would be a good location for a trailhead. NE 279th Street has a posted speed limit of 50 MPH and an ADT of 1,627 (2003). This intersection marks the division between freight and scenic rail operators.

RECOMMENDED: Due to extremely steep side slopes, a majority of the ROW from Heisson to Hantwick Road is not suitable for shared-use trail development at the standard recommended by this study until rail improvements are made, or the rail use is abandoned. A natural surface hiking and equestrian trail, possibly suitable for mountain biking, is recommended for this segment with an on-road route (not detailed in this study) improved between Heisson and the East Fork Lewis River Greenway at the Hantwick Road trailhead (MP-22).

Natural surface trail in/adjacent to the railroad corridor: Cross NE 279th Street on-grade near the Heisson Store. The trail alignment switches to the right side of the 100-foot ROW. The trail character and signing for natural surface and narrow steep conditions should begin immediately at Heisson. For the first half-mile, minor to moderate grading and clearing is required.

From MP-19.7 to MP-20.2 the terrain becomes very challenging with close to vertical side slopes in some areas requiring a combination of grading and natural surface trail construction techniques. A primitive road runs parallel to the ROW varying to no more than 75 feet outside of the ROW, which could be used as part of the alignment. At MP 20.2, the recommended alignment is back adjacent with the rail.

A bridge would be required at MP-20.5 to cross Basket Creek near the existing 100-foot long rail trestle. Immediately after this crossing, the recommended alignment traverses steep side slopes and again rises above the rail. There will be sections in

this next quarter mile that will be out of the ROW. At MP 20.75, the alignment returns to the rail ROW.

At MP-20.9 the corridor borders Lucia Falls Regional Park and moderate to significant side slopes are present through MP-21.4 requiring extensive grading and/or structures. Using an unused primitive road bed could be a possibility. The road varies from being just inside to no more than 75 feet outside of the ROW.

Near MP-21.4, the corridor moderates as the alignment parallels a wetland and residential subdivision.

From MP-21.75 to MP-22 the corridor runs adjacent to Hantwick Road. The trail remains on the right side of the corridor throughout this segment.

The track makes an on-grade crossing of NE Hantwick Road (50 MPH/ADT 149 (2007)).

The East Fork Lewis River Greenway trailhead at Hantwick Road includes parking, water, picnic, and toilet facilities.

Map 9 & 10

NE HANTWICK ROAD TO NE LUCIA FALLS ROAD - AT MOULTON FALLS REGIONAL PARK (MP-22 to MP-24.5)

RECOMMENDED: East Fork Lewis River Greenway Trail. After the on-grade crossing of NE Hantwick Road, the recommended alignment follows the existing 2.25-mile East Fork Lewis River Greenway Trail which can be accessed at a parking area and equestrian staging area off of Hantwick Road. This paved 10-foot trail parallels the right side of the rail corridor outside of the right-of-way for over one mile before diverging as the rail approaches a long trestle over the East Fork Lewis River.

The existing trail is paved for close to one mile and then becomes a well-graded and formed soft surface tread.

The popular single track Bells Mountain Trail (with links to the Tarbell Trail) intersects the East Fork Lewis River Greenway Trail about a quarter mile before the bridge crossing over the East Fork Lewis River.

After approximately 2.5 miles the Greenway Trail crosses the East Fork Lewis River on a dramatic wooden arch bridge. Minor to moderate grading is required for no more than one-quarter mile to NE Lucia Falls Road.

Map 10

MOULTON FALLS REGIONAL PARK TO YACOLT (MP-24.5 to MP 26.85)

RECOMMENDED: Railroad Corridor Parallel to NE Lucia Falls Road & NE Railroad Avenue: Improve the existing ladder crossing treatment of NE Lucia Falls Road (50 MPH/ADT 1,781 (2003)) with signing for on-coming motor traffic, and adding stop signs for cyclists at the crossing.

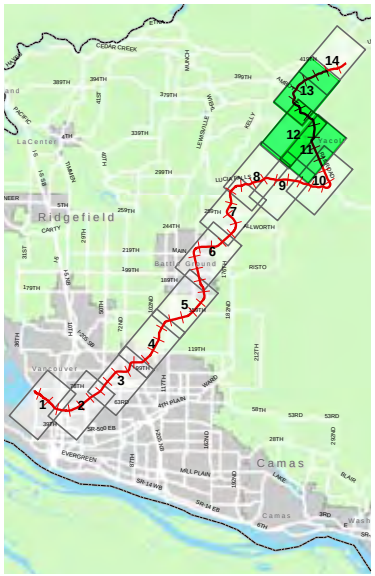
A short, approximately 30-foot structure will be needed immediately after crossing NE Lucia Falls Road across a down slope to connect to a parking area across from NE Sunset Falls Road. Parallel to NE Sunset Falls Road is an access road up to a 47-space parking area that can be used to access the trail.

Pedestrian traffic is often heavy in this vicinity. Redesign and formalize the parking lot across from the NE Sunset Falls Road intersection. Minor to moderate grading and a traffic barrier will be required to widen the alignment and separate it from roadway traffic on NE Railroad Avenue.

Re-join to the right side of the 100-foot rail ROW where NE Railroad Avenue comes parallel to the ROW approximately ¼ mile north of Sunset Falls Road near MP 24.5. Minor to moderate grading and clearing will be required. Near MP-25 a bridge or boardwalk may be required where the ROW traverses a wetland and beaver ponds.

Divert the trail to a new perpendicular crossing of Railroad Avenue before the diagonal rail crossing near MP-25.25. Return to the right side of the rail ROW. NE Railroad Avenue has a posted speed limit of 50 MPH and an ADT of 1,484 done in 2003. Remain on the right side of the 100-foot ROW.

Map 9: MP-21 to MP-23.
Map 10: MP-23 to MP-26.



Map 11: MP-26 to MP-27.
Map 12: MP-27 to MP-29.
Map 13: MP-29 to MP-32.

Map 11 & 12

EAST YACOLT ROAD TO NE AMBOY ROAD (MP-26 to MP-27.4)

RECOMMENDED: Eastern rail spur (Yacolt Wye)/ Railroad Corridor: From MP-25.25 to MP-26.75 the trail remains on the right side of the 100-foot ROW. There are three on-grade street crossings and several private driveway crossings as the trail enters Yacolt through a parkway like setting requiring minor grading and clearing. The three crossings are East Hoag Street, East Jones Street and East Cushman Street, all having a 25 MPH posted speed limit.

In Yacolt, provide linkage west on Yacolt Road for approximately 800 feet to Yacolt Elementary School.

Improve on-grade crossing of East Yacolt Road, which has a posted speed limit of 25 MPH and follow the eastern spur of the wye on the right side through a 100-foot ROW.

At MP-27, the ROW decreases to 50' for approximately 700 feet. There are possible encroachments into the ROW on the right side.

Town Well Park and ball fields are adjacent to the corridor on the left side of the tracks. Informal access trails from Town Well Park may develop in this segment via unpermitted crossings.

Continue on the right side of the corridor traveling toward Cedar Creek. The ROW widens to 200 feet to accommodate tall ballast fill slopes covering the Cedar Creek culvert. Cross Cedar Creek by way of a low level bridge separated from the rail at the toe of the fill slope.

After crossing Cedar Creek the ROW narrows to 66 feet. Minor to moderate grading with moderate clearing will be necessary. Acquisition may be required.

PARALLEL TO NE AMBOY ROAD (MP-27.5 TO MP-29.6)

RECOMMENDED: Railroad Corridor: The on-grade crossing at NE Amboy Road (at MP-27.5) requires improvements such as signing and striping to provide motorists and trail users an awareness of the crossing. Develop a perpendicular crossing.

The posted speed limit on NE Amboy Road is 50 MPH with an ADT of 1,383 (2002). The alignment remains to the right of the track in a 100-foot ROW. Minor to moderate grading and clearing, wetlands, and stream crossings will be encountered in this segment.

Near MP-28.8, the alignment nears Amboy Road and parallels it beginning near NE Gerber Road. For a short distance the roadway and railroad right-of-ways are adjacent. The rail ROW narrows to 50 feet. Retaining walls, moderate grading, and possibly acquisition may be required in this narrow stretch to provide separation from Amboy Road.

The ROW widens to 100 feet at MP-29. Moderate grading and clearing will be needed up to the next Amboy Road crossing at MP-29.5.

Map 13

NE AMBOY ROAD TO YALE BRIDGE ROAD (MP-29.6 to MP 33)

RECOMMENDED: Railroad Corridor: Remain on the right side of the 100- to 150-foot ROW to an on-grade crossing of NE Amboy Road at MP-29.6. The posted speed limit here is 50 MPH and the ADT is 1,168 (1996). Provide improvements such as signing and striping to improve motorists and trail users awareness of the crossing. Develop a perpendicular crossing.

Beyond Amboy Road the first quarter-mile is relatively flat with minor grading and minor to moderate clearing required. Several private road crossings are encountered. Beginning at MP-30 occasional very steep slopes are encountered on both sides of the corridor to MP-32. The right side of the track may provide a better construction location in most locations. Trail development

should be coordinated with track upgrades and realignment through this segment.

Options include cutting into the rock face, a natural surface trail aligned above the steep slope, or realignment of the rail within the corridor to MP-32.

Map 14

MP-32 to the End of the Line

The alignment beyond MP-32 will entail minor grading and minor to moderate clearing to the end of the line at MP-33.

The trail can exit the ROW near the extension of NE Yale Bridge Road at MP-32.6. Acquisition may be required, providing connection to Yale Bridge Road and the USFS Ranger Station for Mt. St. Helens Volcanic Monument.

Map 14: MP-32 to MP-33 (end of the line).

Table A-1: Chelatchie Prairie RWT Segments Summary

Location	Length (miles)	Right-of-way	**Comments** – special design considerations
NW Fruit Valley Rd. to NE Hazel Dell Ave.	1.5	Existing trail	This Burnt Bridge Creek Trail segment is scheduled to be re-paved in 2008.
NE Hazel Dell Ave. to MP-1.7	1	Road and Existing trail	1/3 mile gap in Burnt Bridge Creek trail on Hazel Dell Avenue.
MP 1.7 @ Hwy. 99 to MP 3.25 @ St. John's Rd.	1.5	Railroad	2 railroad spur crossings, grading to get up to railroad corridor. Redevelop existing private rail crossing near Minnehaha Street. Narrow ROW may require acquisition. Coordinate trail crossing of St. Johns Road with new traffic signal at NE 68th Street.
MP 3.25 to MP 4 @ NE 78th St.	.8	Railroad	Crowded road and rail ROW. Coordinate trail development with improvements to St. Johns Road.
Padden Parkway Trail	2.3	Existing Trail	Cross NE 47th Ave at T-intersection. Develop connector trail to Padden Parkway Trail.
NE 94th Avenue, NE 119th Street	2.1	Road ROW	Develop shared-use path parallel to NE 94th Avenue to NE 119th Street. Develop shared-use path parallel to NE 119th Street to rail ROW at MP-7.6
NE 119th St. to NE 149th St.	1.65	Railroad/out of ROW	Coordinate with proposed Railroad Industrial zoning to provide trail continuity through or around proposed development.
NE 149th St. to NE 142nd Ave.	1.8	Railroad, Road, Existing Trail	Several road and rail crossings. Industrial spur in Brush Prairie. Narrow ROW may require acquisition. Maintain shared-use path continuity in sections out of rail ROW.
NE 142nd Ave. to NE 199th St.	2.0	Road ROW	Primary Alignment follows NE 142nd Avenue. Narrow ROW may require acquisition, development code coordination, bridge crossing of Cedar Creek.
NE 199th St. to E. Main St. in Battle Ground	1.0	Railroad and adjacent development	Coordinate with adjacent developments outside of ROW for multi-use path.
E. Main St. to NE 249th St. near Battle Ground Lake State Park	2.9	Railroad	Moderate to significant grading and clearing. Streams and wetlands adjacent to rail ROW may require mitigation.
NE 249th St. to NE 279th St. @ Heisson	1.75	Railroad	Rural high speed road intersections. Wetland and bridge crossings.
NE 279th St. to NE Hantwick Rd.	3.2	Railroad and out of ROW	Very steep terrain may require acquisition. Single track interim trail, develop shared-use trail upon rail improvement or abandonment.
NE Hantwick Rd. to NE Lucia Falls Rd.	2.9	Existing Trail	Connect to existing East Fork Lewis River Greenway Trail.
NE Lucia Falls Rd.to E. Yacolt Rd. (In Yacolt)	2.5	Road and Railroad	Wetlands and minor bridge crossing.
E. Yacolt Rd. to NE Amboy Rd.	.8	Railroad	Narrow ROW may require acquisition. Crossing Creek adj. to steep fill slope.
Parallel to NE Amboy Road	2	Railroad and road	Moderate grading and clearing. Narrow ROW adjacent to road.
NE Amboy Rd. to MP 33	3.5	Railroad	Steep side slopes. Major to moderate grading and clearing
	35 miles		

Appendix B

Site Analysis

Resources

The proposed alignment extends diagonally through Clark County for 33 miles. The trail commences near Vancouver Lake at the Burnt Bridge Creek Trail Stewart Glenn trailhead located at Fruit Valley Road and NW Bernie Drive and extends across the county terminating at Chelatchie Prairie northeast of Amboy, near the junction of NE Healy Road and Yale Bridge Road.

Development of the trail corridor has the potential to impact a variety of environmentally sensitive areas present along the alignment, including wetlands, priority habitats and species, floodplain, streams, geologic hazard areas and rare plants. In addition, future project actions have the potential to involve several local, state and federal regulatory agencies. The following jurisdictions and agencies could have permitting authority depending on the type and location of the action: cities of Vancouver, Battle Ground, and Yacolt; Clark County; Washington State Department of Fish and Wildlife; Washington State Department of Ecology; and, the U.S. Army Corps of Engineers.

The discussion below provides an overview of the resources found along the alignment and summarizes the permits likely to be required to implement the master plan.

NATURAL RESOURCES

Wetlands

The National Wetland Inventory (NWI) and the Clark County Wetland Inventory both identify a large number of wetland areas near the alignment. These wetlands range in quality from ditches along the railroad grade to high quality wetlands, all of which are regulated. The majority are located along the first 17 miles of the alignment. During field reconnaissance additional potential wetland areas not shown on the NWI or Clark County maps were identified. These areas are located between railroad mile post 16.5 and mile post 26.

The Clark County Geographic Information System (GIS) data identifies the locations of the high quality wetlands (Table 1).

Table B-1: Clark County High Quality Wetlands within 500-feet of Alignment

Start MP	End MP	Description
0	1.5	North of alignment Along Vancouver Lake and Burnt Bridge Creek
4.5	7.5	Both sides of and across alignment
10	10.5	South of alignment
11	12	Southeast of alignment Along tributaries to Salmon Creek
14.5	15	North of alignment Along Weaver Creek
18	18.5	Cross alignment Along tributaries to East Fork Lewis River
20	22	North of alignment Adjacent to East Fork Lewis River
25	25.5	West of alignment Adjacent to Yacolt Creek
27.5	28	West of alignment Along Cedar Creek
30	31	North and west of alignment Adjacent to Chelatchie Creek and its tributaries
32	33	North of the alignment Adjacent to Chelatchie Creek and its tributaries

(Source: Clark County GIS Data, August 2006, wetpoly.shp)

Streams

The alignment crosses or is within the immediate vicinity of a number of streams and their tributaries, including Burnt Bridge Creek, Curtin Creek, Salmon Creek, Weaver Creek, East Fork Lewis River, Basket Creek, Big Tree Creek, Cedar Creek, Yacolt Creek, Chelatchie Creek and many unnamed streams. Within

the project area, the major streams have the characteristics outlined in Table 2.

Table B-2: Stream Characteristics

Stream	Designated Shoreline of the State	Shoreline Buffer	Fish	303(d) List
Basket Creek	√	—	√	—
Big Tree Creek	√	√	√	—
Burnt Bridge Creek	√	√	√	√
Cedar Creek	√	√	√	—
Chelatchie Creek	√	√	√	—
Curtin Creek	√	√	√	—
East Fork Lewis River	√	√	√	√
Salmon Creek	√	√	√	—
Weaver Creek	√	—	√	√
Yacolt Creek	√	√	√	√

(Source: Washington State Department of Ecology, GIS Data, 303d_polys.shp; Clark County GIS Data, Washington State Department of Natural Resources Stream Classification Information, dnrwc.shp; Clark County GIS Data, shorebuf.shp)

Priority Habitats and Species

The Washington State Department of Fish & Wildlife (WDFW) provides information on important fish, wildlife and habitat resources. WDFW publishes a list of priority habitats and species considered to be priorities for conservation and management. In addition, WDFW maintains GIS databases containing information concerning the presence of the identified fish, wildlife, and habitat areas. The priority habitats and species (PHS) identified by the WDFW GIS data are discussed below.

Riparian Zones

Riparian Habitat Conservation Areas are those areas adjacent to aquatic systems with flowing water containing elements of both aquatic and terrestrial ecosystems that mutually influence each other. Riparian habitat begins at the ordinary high water mark and extends to that portion of the terrestrial landscape influenced by, or directly influences, the aquatic ecosystem. Riparian habitat includes the entire extent of the floodplain and riparian areas of wetlands directly connected to stream courses.

The alignment passes through a number of riparian areas associated with the following water bodies: Burnt Bridge Creek, Curtin Creek, Salmon Creek and tributaries, Weaver Creek and tributaries, East Fork Lewis River and tributaries, Basket Creek, Big Tree Creek, Yacolt Creek and tributaries, Cedar Creek and tributaries, and Chelatchie Creek tributaries.

Waterfowl Concentrations

Waterfowl habitat is primarily associated with wetlands and wetland fringe areas. Areas commonly or traditionally used on a seasonal or year-round basis are defined as “Regular Concentrations” (RC). Areas commonly or traditionally used by significantly large aggregations of animals, relative to what is expected for a particular species or geographic area are referred to as “Regular Large Concentrations” (RLC).

The only WAFO habitat area along the alignment is associated with Vancouver Lake. WDFW PHS data identifies a RC and RLC covering Vancouver Lake and extending just over a mile up Burnt Bridge Creek.

Urban Natural Open Space

Urban Natural Open Space is identified when a priority species resides within or is adjacent to the open space and uses it for breeding and/or regular feeding; and/or the open space functions as a corridor connecting other priority habitats (e.g. oak woodlands, waterfowl concentrations, wetlands), especially those that would otherwise be isolated; and/or the open space is an isolated remnant of natural habitat larger than 10 acres and is surrounded by urban development. Local considerations may be given to open space areas smaller than 10 acres.

UNOS areas are identified within the first 5 miles on both sides of the alignment and south of the alignment between mileposts 14 and 16.

Oak Woodland

Oak woodlands are defined by WDFW as stands of pure oak or oak/conifer associations where canopy coverage of the oak component is 25%; or where total canopy coverage of the stand is less than or equal to 25%, but oak accounts for at least 50% of the canopy coverage present. In non-urbanized areas west of the Cascades, priority oak habitat consists of stands greater than or equal to 1 acre in size. In urban/urbanizing areas, single oaks or stands less than 1 acre may also be considered a priority habitat when found to be particularly valuable to fish & wildlife.

Oak woodlands were identified along the alignment by both the PHS data and by staff during the reconnaissance survey (Table 3).

Table B-3: Oak Woodlands within 500-feet of alignment

MP Start	MP End	Source	Description
0	1.5*	PHS Field Study	Oak stand north of Burnt Bridge Creek
3	3.5	Field Study	Oak stand along north edge of alignment
5.5	6	Field Study	Single large oak north of alignment near NE 101st Street. Oak stand south of alignment west of NE 72nd Avenue
13	13.5*	PHS	Oak stand east of alignment along SE Grace Avenue, north of NE 199th Street
18	19	Field Study	Oak stands along eastern and western edge of alignment.

(Source: Clark County GIS Data, August 2006, phswild.shp)
** within 1,000 feet of alignment*

Rare Plants

The Washington Natural Heritage Program (WNHP) collects and distributes information on rare plants and ecological communities. The WNHP GIS data identifies the following WHNP plant species and high-quality or rare plant communities along the alignment: Hairy-stemmed Checker-mallow (Sidalcea hirtipes); Small-flowered Trillium (Trillium parviflorum); Tall Bugbane (Cimicifuga elata var. elata); and, Douglas-fir/Beaked Hazel/Swordfern Forest (Pseudotsuga menziesii/Corylus cornuta/Polystichum munitum).

Areas of Special Flood Hazards

Areas of special flood hazards are those areas identified by the Federal Emergency Management Agency (FEMA) in the Flood Insurance Rate Maps for Clark County. These areas include the floodway, floodplain, and flood fringe. Areas of special flood hazards along the following streams have the potential to be impacted by the alignment: Burnt Bridge Creek, Curtin Creek, Salmon Creek, East Fork Lewis River, Basket Creek, Big Tree Creek, Yacolt Creek, and Cedar Creek.

Geologic Hazard Areas

Geologic hazards include areas with steep slopes, historic or active landslides, areas of potential instability, and areas with a severe erosion potential. In addition, geologic hazards can also include seismic and volcanic hazards.

Clark County GIS data identifies geologic hazard areas at multiple areas along the alignment. In addition to the areas listed in Table 4, large sections adjacent to the alignment feature slopes greater than 15%. These slopes primarily exist along Curtin Creek, Cedar Creek, and East Fork Lewis River and along the final 14 miles of the alignment.

Table B-4: Geologic Hazard Areas

MP Start	MP End	Description
0	3	Area of potential instability; slopes >25%
11.5	12	Area of potential instability
12	12.5	Area of potential instability
14.5	15.5	Area of potential instability
19.5	24.5	Area of potential instability
21.5	22	Older landslide debris
29	29.5	Area of potential instability
30	33	Area of potential instability

(Source: Clark County GIS Data, August 2006, lndslp.shp and lndslide.shp)

Critical Aquifer Recharge Areas

The vast majority of the alignment is located within a Category II Critical Aquifer Recharge Area (CARA). A CARA is an area that has a critical recharging effect on aquifers used for potable (drinking) water. A Category I CARA is defined as the highest priority critical aquifer recharge area; whereas, a Category II CARA is a primary critical aquifer recharge area. The alignment passes through three Category I CARAs between the following mile posts: 10-10.5, 21-22, and 26.5-27.5.

ARCHAEOLOGICAL AND CULTURAL RESOURCES

Clark County was historically a gathering place for Native American tribes and the site of the first non-native settlement in the Pacific Northwest, Fort Vancouver. The Hudson's Bay Company established Fort Vancouver in 1825. American immigration to Clark County began in the 1840s. However, archaeologists estimate that early Indian settlements were established along the Columbia River as early as 10,000 to 15,000 years ago. Chinook, Klickitat, and Cowlitz peoples historically used areas along waterways within Clark County.

Archaeological resources include physical evidence and/or material remains of human life or activities capable of providing scientific or humanistic understandings of past human behaviour, cultural adaptation, and related topics. Examples of archaeological resources include the remains of houses, villages, camp and fishing sites; cave shelters; artifacts such as arrowheads, utensils, tools; and graves or human remains. Cultural resources include historic, prehistoric, or archeological sites and standing structures, cemeteries, burial grounds and other distributions of cultural remains and artifacts.

The Clark County GIS data portrays identified historic sites and the Predictive Model Probability Levels for the presence of archaeological resources throughout the county. Several historic sites have been identified along or within ¼ mile of the alignment. The majority of these sites occur within the city limits of Battleground (Table 5). Three sites are listed on the Clark County Heritage Register (Henry Heisen House, Covington House, and Packard House). Of these, two are listed on the National Register of Historic Places (Henry Heisen House and Covington House).

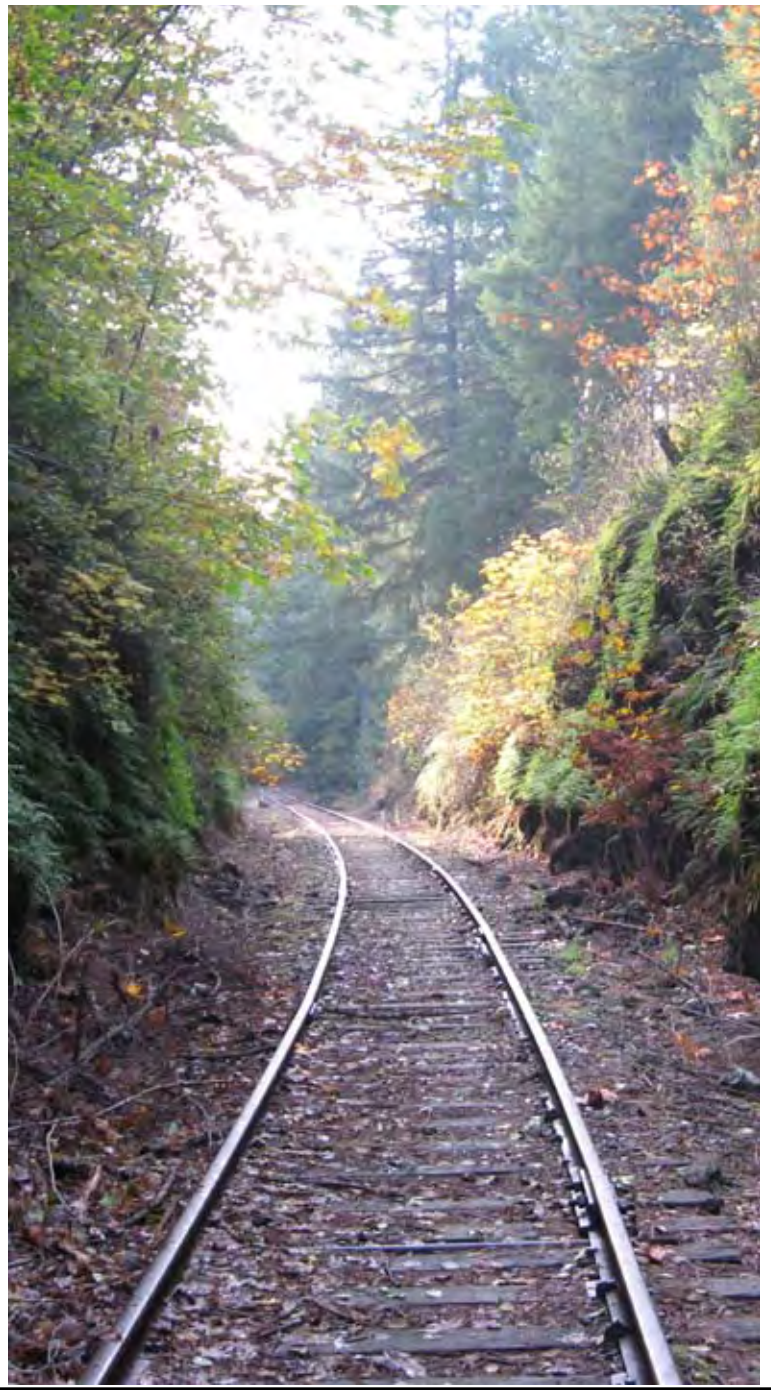
Table B-5: Historic Sites

MP Start	MP End	# of Identified Historic Sites
0	5	7
5	10	3
10	15	11
15	20	2
20	25	1
25	30	1
30	end	2

(Source: Clark County GIS Data, August 2006, amod-sim.shp)

The City of Vancouver identifies areas as having a higher (Level A) or lower (Level B) probability of the presence of archaeological resources. The majority of the alignment within the Vancouver city limits is Level A.

Clark County identifies areas as having a high (80-100 percent), moderate-high (60-80 percent), moderate (40-60 percent), low-moderate (20-40 percent), or low level (0-20 percent) probability of resource presence. Portions of the alignment pass through each of these areas.



Near Mile Post 19.5

PERMITTING

Trail construction will require several local, state, and federal permits (Table 8). The following jurisdictions and agencies could have permitting authority depending on the type and location of the action: cities of Vancouver, Battle Ground, and Yacolt; Clark County; Washington State Department of Fish and Wildlife; Washington State Department of Ecology; U.S. Army Corps of Engineers; National Marine Fisheries Service; and the U.S. Fish and Wildlife Service.

Activities associated with development of the trail corridor that may trigger a permit include, but are not limited to, filling, grading, construction of retaining walls, work below the ordinary high water mark of any waterbody, work within wetlands or their buffers, installation of septic systems, or utility construction.

Environmental permits will be required if project actions impact any of the resources discussed above.

Local Permitting

Site Plan Review

Construction of trail segments and support facilities will require development permits from the applicable local jurisdiction. Each jurisdiction will require supporting documentation and additional permits dependent on the type and location of the proposed activity, including, but not limited to, environmental, land use, transportation, water, and sewer review.

It is likely that a Clark County Type II Site Plan Review process will be required for each new segment of trail or new support facilities within the county. The proposed improvement plans necessary for application include environmental, land use and transportation, landscaping, sign and outdoor lighting plan. In addition to the required plans, supporting documents will be necessary for the Clark County submittal and may include the following: soil analysis report, preliminary stormwater design report, proposed storm plan, traffic study, SEPA, sewer district utility review letter, water utility review letter, health department project evaluation letter, covenants or restrictions, and other associated environmental applications as detailed below. For support facilities, the necessary permits may include commercial building, mechanical/plumbing, signs, retaining walls, trash enclosures and outbuildings.

The City of Vancouver will also require a Type II Site Plan Review Application for trail segments and support facilities within the city. This application requires a pre-application conference, which will specify the details of submittal. The required elements of a Type II plan include existing conditions plans, a site plan, and architectural plans and elevations where applicable. Additionally, engineering plans with a utility plan, stormwater and erosion control, grading, and street design will be necessary. Other information required for submittal include a sign plan, lighting plan, landscape plan, tree plan, Clark County Health Department Development Review letter, and Certificate of Concurrency request. The City of Vancouver may also request a traffic study, SEPA checklist, and Archaeological Predetermination and survey, soils report, hydrology report or other associated environmental reports contingent on environmental conditions onsite. New support facilities within the City of Vancouver may require other building permit applications, contingent on the size and services provided.

A Type I Site Plan will most likely be required for new support facilities or new trails within the City of Battle Ground. This application requires a site plan, landscape plan, architectural elevations, lighting and preliminary utility plans.

New trails developed in BPA right-of-way may require an application for Proposed Use of BPA right-of-way. This application requires plans showing existing and proposed grading plans.

The proposed trail alignment passes through a number of zoning districts within each jurisdiction. Table 6 outlines whether the trail is a permitted or conditional use within those districts. Trailhead facilities may have different requirements.

Table B-6: Zoning and Trail Use

Jurisdiction	Zoning		Permitted Use (Trail)
Clark County	AG-20	Agriculture-20	P
	BP	Business Park	P1
	CR-2	Rural Commercial	P
	FR-40	Forest tier II-40	P
	FR-80	Forest tier I-80	P
	MH	Heavy Industrial	P1
	ML	Light Industrial	P1
	MX	Mixed Use	P
	Parks/OS	Parks/Open Space	U
	Parks/WL	Parks/Wildlife Refuge	U
	R-5, R-10, R-20	Rural-5	P
	R-22	Urban Residential	P
	R1-5, R1-6, R1-7.5, R1-10, R1-20	Single Family Residential	P
	RC-1, RC-2.5	Rural Center Residential	P
	UR-10	Urban Reserve	P
Battle Ground	CC	Community Center	P
	DC	Downtown Commercial	P
	ML	Light Industrial	P
	MU-E	Mixed Use - Employment	P
	R5, R7, R10, R12, R20	Residential	U
Vancouver	IL	Light Industrial	C
	OCI	Office Commercial Industrial	C
	Park	Park	P
	R-6, R-9	Low-Density Residential	L2
	R-18	Medium-Density Residential	L3/C
Yacolt	Park	Park	U

P – Permitted Use; L – Limited Use; C – Conditional Use; U - Unknown
1 Permitted only in association with a use permitted in the district.
2 Trails are limited uses subject to the additional development standards contained in Section 20.410.050(E).
3 Trails that meet all of the development standards in Section 20.420.050(E) (1), (2), and (3), respectively, are permitted as limited uses; all others require Conditional Use approval.

Critical Areas

The Washington State Growth Management Act (GMA) identifies the protection of five critical areas as necessary for protection of the natural environment and the public's health and safety. Each city and county in Washington State has the responsibility to identify, designate, and protect those critical areas found in their local environment. The trail alignment passes through the cities of Battle Ground, Vancouver, and Yacolt and Clark County. The identified critical areas include fish and wildlife habitat conservation areas, wetlands, frequently flooded areas, critical aquifer recharge areas, and geologic hazard areas. Each of these jurisdictions has local ordinances protecting these resources (Table 7).

Table B-7: Local Regulatory Authority

	Local Critical Areas Ordinance[1]			
Permit	Battle Ground	Vancouver	Yacolt	Clark County
Wetlands	BMC 18.270	VMC 20.740.140	Ordinance #387	CCC 40.450
Habitat	BMC 18.280	VMC 20.740.110	Ordinance #387	CCC 40.440
Geohazards	BMC 18.300	VMC 20.740.130	Ordinance #387	CCC 40.430
Floodplain	BMC 18.310	VMC 20.740.120	Ordinance #387	CCC 40.420
CARA	BMC 18.290	VMC 14.26	Ordinance #387	CCC 40.410

1. BMC – Battle Ground Municipal Code; VMC – Vancouver Municipal Code; CCC – Clark County Code

Specific actions to implement the master plan may require all or a combination of the local environmental permits from one or more, of the jurisdictions depending the location and type of the action (Table 8).

Each jurisdiction has slightly different rules and requirements for their critical area permits. In addition, the jurisdictions also require supporting documentation for many of the permits. Necessary information could include any of the following: no rise certification; wetland delineation; habitat impact assessment and mitigation; wetland mitigation plan (see discussion below); rare plant survey; geologic hazard area study; buffer impact mitigation; historical and cultural resources survey; or a biological assessment.

The City of Vancouver specifically requires a Critical Areas Report for any required critical area permits. At a minimum the report requires the identification and scientific characterization of all critical areas and buffers and an assessment of impacts to those areas. Additional report requirements specific to the area of impact are also required.

Archaeological and Cultural Resources Review

Archaeological and cultural resources are regulated by local jurisdictions in different ways. For instance, Vancouver has an Archaeological Resource Protection ordinance while Clark County regulates these resources through the SEPA process. The predictive model is used to determine if an archaeological review is needed to obtain a development permit. In Vancouver, all parcels within Level A are required to undergo review. Clark County determines the need for an archaeological predetermination based on the probability index (low, moderate, etc.) and the potential for impacts by the proposed action. An archaeological predetermination is a method to determine whether cultural resources exist on a particular site without requiring a full archaeological survey. Project actions with moderate to high potential for impacts located within a moderate, moderate-high, or high predictive model map designation will require an archaeological predetermination, as will actions with a high potential for impacts located within a low-moderate area.

State Regulatory Authorities

Washington State Department of Fish & Wildlife

Any activity that will use, divert, obstruct, or change the bed or flow of state waters requires a Hydraulic Project Approval (HPA) from the Washington State Department of Fish and Wildlife (WDFW). Essentially, this covers any work near or over streams, or below the ordinary high water mark. For instance, a bridge spanning a stream would require an HPA even if the abutments for the bridge are above the ordinary high water mark or outside of the 100-year floodplain.

In addition, WDFW provides management recommendations, which are guidelines not regulations, for identified priority species and habitats. Typically, local jurisdictions implement these guidelines through a habitat or wetland permit.

Washington State Department of Ecology

Shorelines: Under the Washington State Shoreline Management Act (SMA), cities and counties with "shorelines of the state" administer a Shoreline Master Program (SMP). A shoreline of the state is defined as all of the water areas of the state and their associated shorelands, together with the lands underlying them, not including lakes less than 20 acres in size and wetlands associated with those small lakes or stream segments where the mean annual flow is 20 cubic feet per second or less and their associated wetlands. The SMP is essentially a shoreline comprehensive plan and zoning ordinance specific to shoreline areas and customized to local circumstances. Activities within shoreline areas must comply with the applicable SMP.

This state regulation is delegated to Clark County to administer through site plan review.

State Environmental Policy Act Environmental Checklist: The Washington State Environmental Policy Act (SEPA) requires the submittal of an environmental checklist, which provides agencies with a framework to consider the environmental consequences to the natural and built environment of a proposal.

The SEPA checklist evaluates the environmental consequences of a proposal and determines it will have any "significant adverse environmental impact." The agency reviewing the checklist (lead agency) will issue a determination of nonsignificance (DNS), a mitigated DNS, or a determination of significance (DS). A mitigated DNS will include measures to mitigate all significant impacts to a nonsignificant level through the requirements of local, state, or federal regulations. If the lead agency issues a DS, an Environmental Impact Statement (EIS) will be required. The National Environmental Policy Act (NEPA) also provides an environmental review process for project proposals with a federal nexus (e.g. permit, funding).

This state regulation is delegated to Clark County to administer through site plan review.

Section 401 Water Quality Certification: The federal Clean Water Act (CWA) allows states to approve, condition, or deny projects proposed to be built in wetlands or other waters of the U.S. Projects requiring a Section 404 permit from the U.S. Army Corps of Engineers (Corps) also require a Section 401 water quality certification from the Washington Department of Ecology (DOE). Section 401 of the CWA requires applicants to receive a certification from the state that the proposed project will meet state water quality standards and other aquatic protection regulations. The conditions of the state certification will become conditions of the federal permit.

This federal regulation is administered by the Washington State Department of Ecology.

NPDES Construction Stormwater General Permit: The CWA identifies the discharge of stormwater as a point source of pollution. As such, certain stormwater discharges require a National Pollution Discharge Elimination System (NPDES) permit. The goal of the construction general stormwater permit is to reduce or eliminate stormwater pollution and other impacts to surface waters from construction sites.

An applicant is required to apply for coverage under the state's construction stormwater general permit if the proposed project involves soil disturbing activities where 1 or more acres will be disturbed, and if stormwater will be discharged to a receiving water directly or to storm drains that discharge to a receiving water.

This federal regulation is administered by the Washington State Department of Ecology.

Washington State Department of Natural Resources

The Washington State Department of Natural Resources (DNR) houses the Washington Natural Heritage Program (NHP), which provides information related to the presence of rare plant species and natural ecosystems. There is no state law protecting rare plant species/communities in Washington. However, local jurisdictions may provide protection through their ordinances, regulations and permitting requirements (e.g., Habitat Permit).

Federal Regulatory Authorities

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (Corps) issues permits for certain activities in, over, under or near waters of the U.S. or special aquatic sites, including wetlands. A Section 10 permit is required for any work in, over, or under navigable waters. A Clean Water Act Section 404 permit is required for the discharge of dredged or fill material into waters of the U.S., including special aquatic sites such as wetlands.

The Section 404/10 permit application, Joint Aquatic Resources Permit Application (JARPA), also requires the applicant provide an alternatives analysis discussing how alternative sites and designs were evaluated in an effort to avoid or minimize anticipated project impacts. Any impacts to wetlands will require the submittal of a wetland delineation report and a compensatory mitigation plan for any unavoidable impacts to wetlands or waterways.

The Corps issues different types of permits under Section 404/10. Nationwide permits (NWP) are general permits authorizing a category of activities throughout the nation. These permits have specific conditions that must be met for the permit to be valid and are issued for projects with small impacts. Regional permits are issued if the proposed activity falls within a general category of activities that are similar in nature and cause minimal environmental impact (individually and cumulatively). Individual permits are for projects with larger impacts or that can not meet the specific conditions required of a NWP. Individual permits go through a full public interest review.

National Marine Fisheries Service & U.S Fish and Wildlife Service

Section 7 of the federal Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or the U.S. Fish and Wildlife Service on any activities that may affect a listed species. The consultation requirement assists federal agencies in fulfilling their duty to ensure their actions do not jeopardize the continued existence of a species or destroy or adversely modify critical habitat. A Biological Opinion documents NMFS/USFWS opinion and recommends reasonable and prudent measures that will minimize any impacts from the federal action (e.g., typically issuance of a Section 404 permit) and the terms and conditions that apply to the proposed project.

The applicant is often requested to submit a Biological Assessment (BA) with their permit application. The BA documents the proposed action, existing environmental conditions at the project site, any listed species and critical habitat present, potential impacts to the species and critical habitat, and an effects determination.

Table B-8: Potential Permits or Reviews Required for the Chelatchie Rail with Trail Project

Jurisdiction	Site Plan Review	Fish & Wildlife Habitat Conservation Areas	Critical Areas[1]				Shorelines	SEPA	Archaeological & Cultural Resources	Section 404/Section 10	Section 401 Water Quality Certification	NPDES Construction Stormwater	Hydraulic Project Approval	Endangered Species Act
			Wetlands	Floodplain	Critical Aquifer Recharge Areas	Geological Hazard								
Local														
Battle Ground	X	X	X	X		X		X	X					
Vancouver	X	X	X	X		X	X	X	X					
Yacolt	X			X				X						
Clark County	X	X	X	X		X	X	X	X					
State														
Washington Department of Ecology			X				X				X	X		
Washington Department of Fish and Wildlife			X										X	
Federal														
US Army Corps of Engineers			X						X	X				X
National Marine Fisheries Service														X
US Fish and Wildlife Service														X

1. Based on the currently identified critical areas present within each jurisdiction.

Mitigation

The Corps and local jurisdictions both regulate impacts to wetlands; whereas, only the local jurisdiction regulates impacts to wetland buffers. Both the Corps and local jurisdictions require mitigation to compensate for impacts to the functions and values of the impacted wetland(s) and buffer(s) so that no overall net loss in wetland acreage and functions occur. Each local jurisdiction requires mitigation to occur on-site or within the same local watershed as the impacted wetland. The City of Vancouver permits mitigation to occur in a different watershed if specific criteria are met.

Both the Corps and local jurisdictions have an established hierarchy of preferred mitigation methods. Some jurisdictions are more specific about the type and location of mitigation than others (Table 9).

The proposed alignment is predominantly within the Chelatchie right-of-way. When necessary, portions of the alignment will run along adjacent roadways, adjacent properties, or existing trails. The width of the right-of-way ranges from 50 to 200 feet along the alignment. As such, the right-of-way boundary will likely hinder the ability for on-site mitigation to occur. In some instances, it may prove difficult to locate mitigation within the same watershed as the impact. Locating an appropriate mitigation site may require the acquisition of property or conservation easements. The use of off-site mitigation will increase project costs.

Impacts to riparian areas, fish and wildlife habitat areas, and all associated buffers also require mitigation. The right-of-way will also constrain on-site mitigation opportunities for impacts to these resources. Buffer averaging is permitted and may help alleviate this constraint.

Table B-9: Mitigation Type and Location

	Mitigation – Order of Preference			
Jurisdiction	**1**	**2**	**3**	**4**
U.S. Army Corps of Engineers	Mitigation Bank	In-lieu payment	Mitigation - Watershed - On-site, in-kind - Off-site, out-of-kind	
Battle Ground	On-site[1], in-kind[2]	Same local watershed, in-kind		
Vancouver	On-site, in-kind	In-kind, within: 1. contributing area 2. stream reach 3. sub-watershed 4. watershed	In-kind, different watershed (specific criteria must be met)	
Yacolt	In-kind			
Clark County	On-site	Off-site[3], same watershed Mitigation bank	In-kind, off-site	Out-of-kind[4], off-site

1. On-site: within the project boundaries and/or areas adjacent or contiguous to the impact area
2. In-kind: the same physical and functional type as the impact area
3. Off-site: areas not meeting the definition of on-site
4. Out-of-kind: a different physical and functional type than the impact area

Appendix C

Public Engagement

Public Open Houses & Displays

Evening open houses were held in Brush Prairie and Yacolt on July 10 and 11, 2007. Approximately 50 citizens attended at Prairie High School and almost 30 citizens attended at Yacolt Elementary. Open houses were again held in the fall, drawing over 60 people to two events in Yacolt (October 2) and Brush Prairie (October 4).

Over 120 people attended the February 26, 2008 open house where project staff displayed information about the corridor and the recommended trail alignment for public review and comment. Attendees were asked to vote for their preference for a first segment of trail to be developed. Feedback gathered at the public meeting assisted project staff in refining the trail alignment and recommendations for the first segment to build. Comments were taken by staff, on questionnaires and in writing on the maps at each meeting. An electronic questionnaire was published on the project website following each open house and the results tabulated.

The event was attended by Yacolt Mayor Joe Warren, Battle Ground Deputy Engineer Scott Sawyer, and Battle Ground Lake State Park Superintendent Jim Presser, each advocating that the first trail segment be built in their vicinity.

Project display boards were posted at Yacolt Town Hall February 27 to March 11, 2008.

A total of nearly 300 people attended five open houses during the project. The meetings were held in Yacolt Elementary and Prairie High School (pictured), near Battle Ground.

Presentations

Battle Ground City Council, July 16 2007 and March 3, 2008: Supported by the Mayor and Council and expect a resolution of support for the planning and proposed segment development of the trail.

Battle Ground Parks Advisory Commission, July 17, 2007: The plan and proposed trail segments for development are supported by the Commission.

Railroad Advisory Board, July 11, 2007, and March 10, 2008: The plan and proposed trail segments for development are supported by the Board

Vancouver-Clark Parks and Recreation Advisory Commission, Ongoing updates: The plan and proposed trail segments for development are supported by the Commission.

Staff assist people in commenting on alternative alignments at an open house in Yacolt.

Agency and Stakeholder Outreach Meetings

City of Battle Ground Public Works Director Rob Charles & Planning Director Robert Maul: Supportive and interested in partnering to speed trail development.

Washington DNR, Brian Poehlein, Regional Supervisor: Supportive, no issues identified.

Town of Yacolt, Mayor Joe Warren & Paul Tester, Public Works Director: Supportive and interested in partnering to speed trail development.

Washington Department of Fish and Wildlife, Ann Freize: Supportive, no issues identified.

Southwest Washington Regional Transportation Council: Supportive with ongoing coordination.

Battle Ground Lake State Park, Jim Presser Park Superintendent: Supportive and interested in partnering to speed trail development.

Portland Vancouver Junction Railroad, Eric Temple and Kim Rath: Supportive with ongoing coordination.

City of Vancouver Transportation: Supportive with ongoing coordination.

Clark County Community Planning and Legal: Supportive with ongoing coordination.

Clark County Bicycle Advisory Committee: Supportive with ongoing coordination.

Clark County Executive Equestrian Council, Back Country Horseman, & Clark County Endurance Riders: Supportive and interested in partnering to speed trail development.

Recommendations for Early Implementation

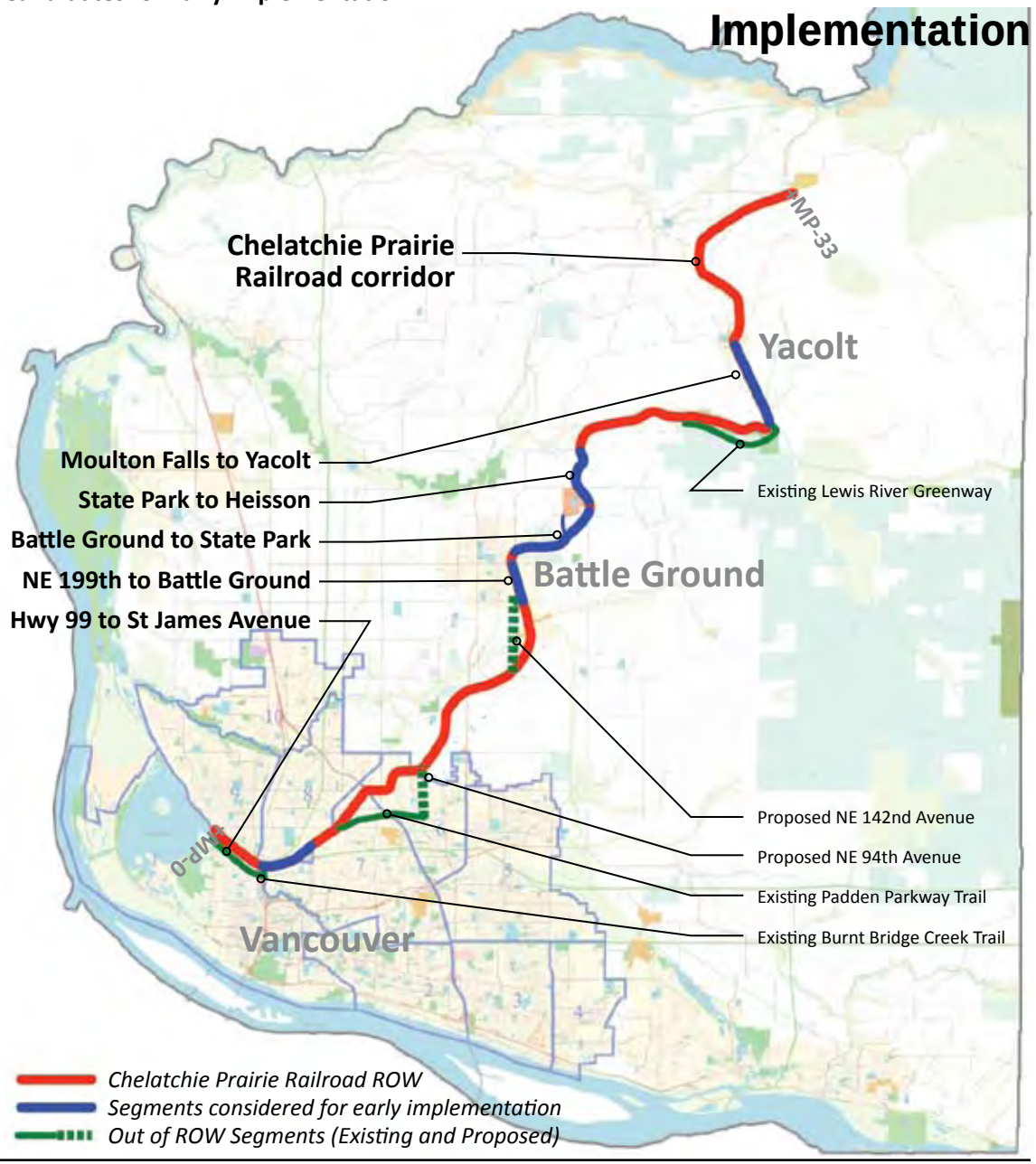
The Chelatchie Prairie Rail-with-Trail will be built over the course of several, if not many, years as funding, right-of-way acquisition, cooperative agreements, rail improvements and other trail development opportunities arise. Current implementation opportunities include funding from the original grant, and supplemental funding provided by local and state grants. Further opportunities include cooperative development related to adjacent private construction, incorporation into adjacent roadway improvements, and cooperation with railroad improvement projects.

While some right-of-way acquisition may be required in places where the existing rail ROW is narrow, many miles of the corridor have adequate width and clear public ownership.

Five candidate segments (map at right) were evaluated for early implementation for the Chelatchie Prairie Rail with Trail. The initial criteria for selecting segments for review included:

- projected construction cost of approximately $1-$3 million
- safety (are difficult traffic crossings necessary?)
- directness of route (does the alignment leave the rail ROW?)
- connectivity and logical termini (is there a safe connection to the street grid, existing parks or existing trails and does the segment serve a populated area?)
- minimum conflicts with rail operations (is it within the freight segment of the railroad (south of MP-14 Battle Ground)?
- adequate existing right-of-way width (will acquisition be required?)
- environmental impacts and permitting (will environmental impacts, mitigation costs and permitting create delay and cost concerns?)

Candidates for Early Implementation



The five candidates were evaluated via a more detailed engineering and permitting assessment (Table D-1), review with agencies and the rail operator, and review with the community at the final project open house.

The Battle Ground to Battle Ground Lake State Park segment had consistent support from the community, user groups, rail operator and the agencies and was by far the most popular candidate in the public open houses. This segment connects Fairground Park in downtown Battle Ground to Battle Ground Lake State Park. It can extend existing equestrian opportunities and make use of existing trailhead facilities and conveniences. It crosses few roads, has very infrequent rail operations, and the right-of-way is relatively wide at 100 feet.

The segment can be further divided, as shown in Table D-2, into two shorter projects that may more closely match current funding opportunities.

Table D-2: Recommended for Early Implementation

Segment	Mile Post	Length (feet)
NE Fairground Ave to NE 167th	14.4 to 15.8	7,200
NE 167th St. to NE 182nd Ave. at Battle Ground Lake State Park (including out of ROW access on NE 167th)	15.8 to 17	6,600 (plus 3500 ft out of ROW)

Table D-1: Evaluation of Early Implementation Candidate Segments

Key: Most desirable: ○ Less desirable: ◒ Least desirable: ●

Candidates for Early Implementation	MP	Length (feet)	Cost Opinion (2008)	Safety	Directness of Route	Connectivity Logical Terminii	Rail operations	Acquisition of Right of way	Environmental impacts
Hwy 99 to NE St. Johns Road	1.7 to 3.25	8,100	◒ $1 to $1.2 million	○	◒	● urban arterial	◒ freight segment	○	○
NE 199th to Fairground Park in Battle Ground	13 to 14.1	5,500	○ $520,000 to $600,000	○	○	◒ rural arterial	○	◒ adjacent developer	◒ wet-lands
Fairground Park to NE 249th St. at Battle Ground Lake State Park	14.4 to 17.3	15,000	● $2.3 to $2.5 million	○	○	○	○	◒ clouded title	◒ wet-lands
NE 249th Street to Heisson	17.5 to 18.6	9,000	◒ $1.9 to $2.1 million	◒ crosses NE 182nd	○	◒ rural arterial	○	○	◒ stream & flood plain
Moulton Falls to Yacolt	24.4 to 26.8	13,500	● $2.7 to $3 million	◒ crosses Railroad Ave	○	○ remote	○	○	◒ stream & wet-lands

Funding

The majority of funding for trial implementation is acquired through the nonmotorized programs and funding opportunities provided by the Federal Highway Administration's *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* program, which was enacted in 2005. Additional sources may include state and local agency revenues and contributions from citizens and corporations.

Federal & State Sources

SAFETEA-LU

There are a number of programs identified within SAFETEA-LU that provide for the funding of bicycle and pedestrian projects.

Recreational Trails Program

The Recreational Trails Program of the Federal Transportation Bill provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a State's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds)

In Washington, The National Recreational Trails Program is administered by the Recreation and Conservation Office. The timeline for funding application is as follows:

- February: Application workshops
- Early March: Letter of Intent due
- May 1: Application due
- August 1: Evaluation Packets due
- October: Awards announced

Information about the program, and links to information about the application process can be found online at: http://www.rco.wa.gov/rcfb/grants/nrtp.htm

Safe Routes to School (SR2S)

The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. The SR2S Grants were established to address pedestrian and bicycle mobility and safety near schools.

Washington State Department of Transportation (WSDOT) Federal Highways and Local Programs administers SR2S funding for the SW Region. The federal government, and the state legislature allocate these federal funds.

Eligible projects may include three elements:

1. Engineering Improvements (e.g. pedestrian and bicycle crossing improvements, off-street pedestrian and bicyclist facilities, secure bicycle parking facilities)
2. Education and Encouragement Efforts, and
3. Enforcement Efforts

All projects must be within two-miles of primary or middle schools (K-8). More information about the Safe Routes to School Program may be found online at: http://www.wsdot.wa.gov/

bike/Safe_Routes_Program.htm, or by contacting the program administrator Charlotte Claybrooke at 360.705.7302. Project proposals are due in early May.

Surface Transportation Program

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a wide variety of projects on any Federal-aid Highway including the National Highway System, bridges on any public road, and transit facilities.

Eligible bicycle and pedestrian improvements include on-street facilities, off-road trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. SAFETEA-LU also specifically clarifies that the modification of sidewalks to comply with the requirements of the Americans with Disabilities Act is an eligible activity.

As an exception to the general rule described above, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. In addition, bicycle-related non-construction projects, such as maps, coordinator positions, and encouragement programs, are eligible for STP funds.

Transportation Enhancements: Administered by WSDOT, this program is funded by a set-aside of STP funds. Projects must serve a transportation need. These funds can be used to build a variety of pedestrian, bicycle, streetscape and other improvements that enhance the cultural, aesthetic, or environmental value of transportation systems.

Highway Safety Improvement Program

This program funds projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways and walkways. This program includes the Railway-Highway Crossings Program and the High Risk Rural Roads Program. This program replaces the Hazard Elimination Program from TEA-21.

Congestion Mitigation/Air Quality Program

The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal funds can be used to build bicycle and pedestrian facilities that reduce travel by automobile.

Eligible bicycle and pedestrian facilities and programs include:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Non-construction outreach related to safe bicycle use
- Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State)

States may choose to transfer a limited portion of their CMAQ apportionment to the following Federal-aid highway programs: Surface Transportation Program (STP), National Highway System (NHS), Highway Bridge Program (HBP), Interstate Maintenance (IM), Recreational Trails Program (RTP), and the Highway Safety Improvement Program (HSIP).

Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Park Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation funds available. Projects are prioritized for assistance based on criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. Information about the program can be found online at: www.nps.gov/ncrc/programs/rtca/.

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a Federally-funded program that provides funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources including but not limited to parks, trails, wildlife lands, and other lands and facilities desirable for individual active participation. Funds can be used for right-of-way acquisition and construction. These funds are administered by the Washington Recreation and Conservation Office.

Grant recipients must provide at least 50% matching funds in either cash or in-kind contributions. The timeline for the grant process is as follows:

- February: Application workshops
- Early March: Letter of Intent due
- May 1: Application due
- July 1: Technical Completion deadline
- Late July: Evaluation meetings
- Late August: Awards announced

Information about the program, and links to information about the application process can be found online at: www.rco.wa.gov/rcfb/grants/lwcf.htm

Washington State

Bicycle and Pedestrian Program Grants

Pedestrian and Bicycle Safety Grants

The Washington State Legislature included $74 million to support pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit.

The Pedestrian and Bicycle Safety Grants were established to address the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. More information about the Pedestrian and Bicycle Safety Grants may be found online at: www.wsdot.wa.gov/bike/Ped_Bike_Program.htm, or by contacting the program administrator Paula Reeves at 360.705.7302. Project proposals are due in early May.

Local Funding Sources

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design and construction of pedestrian and bicycle facilities.

Tax Increment Financing/Urban Renewal Funds

Tax Increment Financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URA) that meet certain economic criteria and approved by a local governing body. To be eligible for this financing, a project (or a portion of it) must be located within the URA.

Real Estate Excise Tax (REET):

The Growth Management Act, as amended by the legislature, identifies the local Real Estate Excise Tax as a capital funding option for local governments. State law allows counties who plan under the Growth Management Act to levy a ¼ % tax on property sales to fund capital construction projects (including planning, acquisition). This Real Estate Excise Tax or "REET" funding may be used for: construction or improvement of roads; sidewalks; lighting; traffic signals; bridges; parks; recreational facilities; and trails, among other things.

System Development Charges/Developer Impact Fees

System Development Charges (SDCs), also known as Developer Impact Fees, represent another potential local funding source in some Washington jurisdictions. SDCs are typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site pedestrian improvements that will encourage residents to walk or use transit rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Street User Fees

The revenue generated by the street user fee is used for operations and maintenance of the street system, and priorities are established by the Public Works Department. This type of fee may free up more general fund money for off-street projects.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

TOPS-style Sales Tax

TOPS (Trails, Open Space and Parks), is the process used by the City of Colorado Springs to administer the Trails, Open Space and Parks ordinance passed by voters in April of 1997. The sales tax, 1/10 of one percent, generates about $6 million annually for trails, open space and parks.

The process, administered by the Parks and Recreation Department of Colorado Springs, provides for the prudent acquisition, development and preservation of Trails, Open Space and Parks (TOPS)

in the Pikes Peak region. More information on the TOPS program, including maps of trails, open space and parks, as well as funding of projects is available at the TOPS web site. To fund a project, an application is submitted to the City of Colorado Springs.

Bike Tax

The City of Colorado Springs has a $4.00 per bike tax to provide funding for bikeway improvements. The tax generates nearly $100,000 annually and has been used for both on- and off-street projects. It is used primarily to provide a local match for other grants such as the Colorado State Trails Program or SAFETEA-LU grants.

RCW Chapter 35.75 of Washington State law clarifies legal interpretation and uses of such funds:

RCW 35.75.030 - Every city and town by ordinance may establish and collect reasonable license fees from all persons riding a bicycle or other similar vehicle within its respective corporate limits, and may enforce the payment thereof by reasonable fines and penalties.

RCW 35.75.050 - The city or town council shall by ordinance provide that the whole amount or any amount not less than seventy-five percent of all license fees, penalties or other moneys collected under the authority of this chapter shall be paid into and placed to the credit of a special fund to be known as the "bicycle road fund." The moneys in the bicycle road fund shall not be transferred to any other fund and shall be paid out for the sole purpose of building and maintaining bicycle paths and roadways authorized to be constructed and maintained by this chapter or for special police officers, bicycle tags, stationery and other expenses growing out of the regulating and licensing of the riding of bicycles and other vehicles and the construction, maintenance and regulation of the use of bicycle paths and roadways.

Private Funding Sources and Volunteer Services

Local businesses can help defray some of the costs associated with trail and greenway development and operation. Some examples include:

- Cash donations
- Donations of services, equipment, and labor
- Discounted materials
- Contribution of employee volunteer time

Foundations

Many trail elements, particularly if they have a focus on education, civic issues, health or the environment, can be funded through private foundations. Funding opportunities are better from local foundations and should be approached before national foundations. It is important to keep in mind that many foundations only solicit grant proposals from non-profit organizations. If a non-profit Friends of Chelatchie RWT group is formed, they can be key grant applicants for trail funding.

Land Trusts

Land trusts are local, regional, or statewide nonprofit conservation organizations directly involved in helping protect natural, scenic, recreational, agricultural, historic, or cultural property. Land trusts work to preserve open land that is important to the communities and regions where they operate. Land trusts are typically more nimble than government agencies and can act more quickly on opportunities to acquire property. Some land trusts actively manage land, others reconvey properties to land management agencies.

Service Clubs

Community organizations can be very successful at hosting fundraisers and providing volunteer labor for trail building and maintenance activities. Local examples include 4-H, Boy Scouts

of America, Rotary Club, university service clubs, equestrian and cycling groups and others.

Individual Sponsors

Individuals, businesses, or corporations can contribute donations to sponsor sections of trail or project elements. Plaques or other forms of recognition are typically placed on constructed pieces in the trail corridor or at a prominent entry point. Sponsorship is a good way to fund trail elements, like benches, trash receptacles, and interpretive areas.

Sections of trail can also be sponsored through a "Buy a Foot" program. Community members can purchase a section of trail at a fixed cost per linear foot and have their names (or dedication) listed on a plaque, sign, or inscription.

Back cover photo: A Christmas season excursion train leaving Yacolt Station.
Photo credit: Chelatchie Prairie Railroad Association.

Chelatchie Prairie Rail-with-Trail Corridor Study
Clark County, Washington