

Chelatchie Prairie Railroad



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A brief history of the line.



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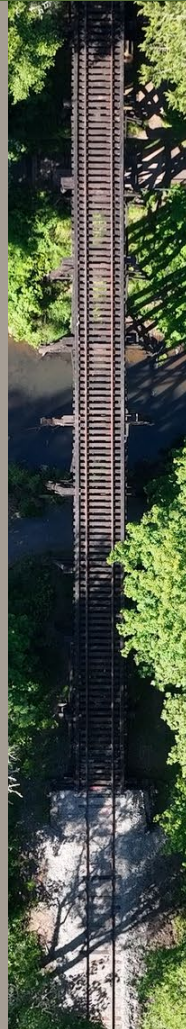
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Present possible visions for
the future.



Rye yard next to St Johns Blvd

CHELATCHIE PRAIRIE RAILROAD

Formerly known as the “Lewis and Clark Railroad” (LINC)

It is a 33-mile short line railroad.

Starts around NW 78th St and Lakeshore Ave.

Connects to Burlington Northern and Sante Fe (BNSF) main line.

Terminates in Chelatchie Prairie.

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Who's Who

Approach to bridge
over East Fork Lewis River



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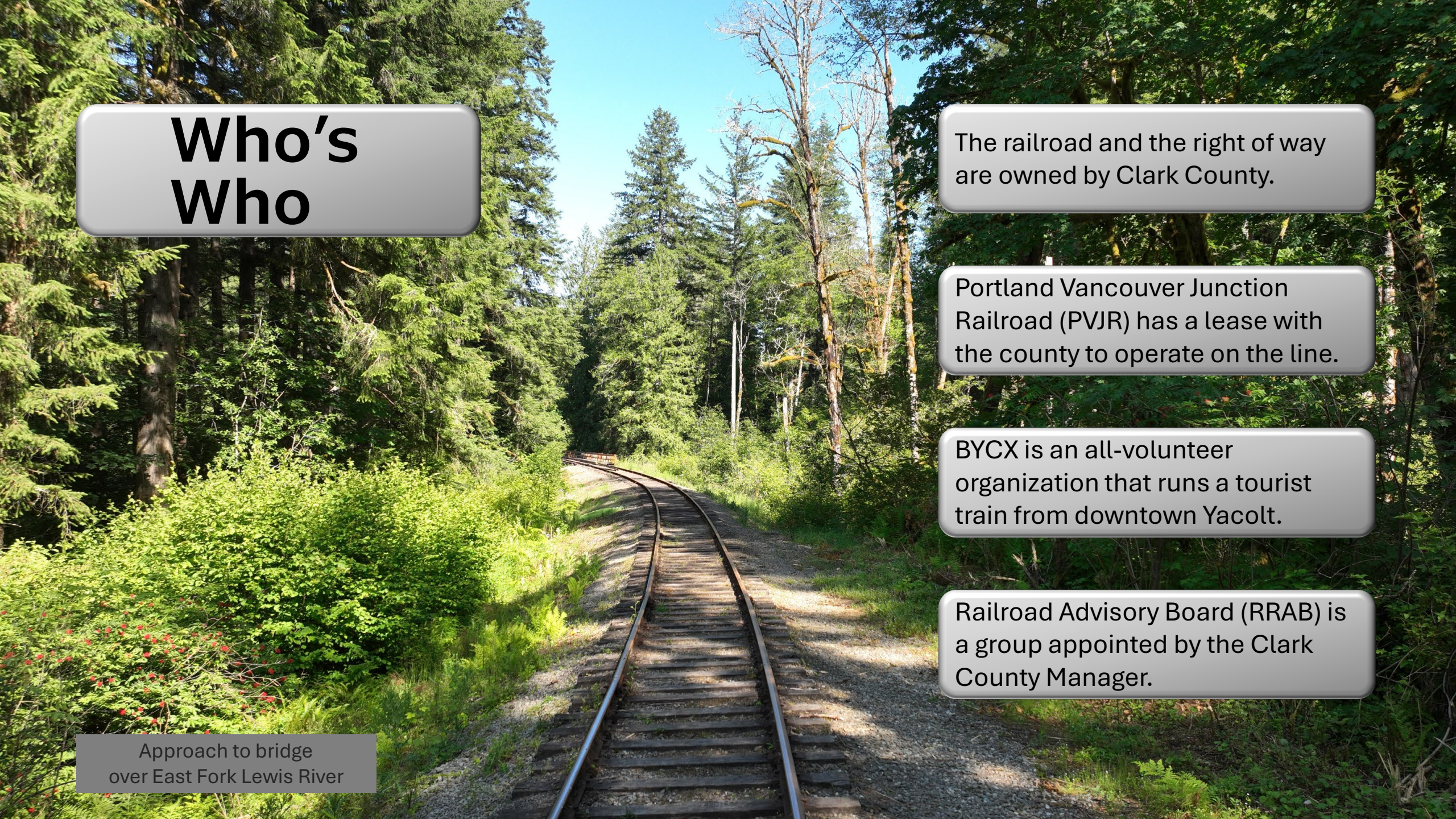
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Portland Vancouver Junction Railroad (PVJR) has a lease with the county to operate on the line.

BYCX is an all-volunteer organization that runs a tourist train from downtown Yacolt.

Railroad Advisory Board (RRAB) is a group appointed by the Clark County Manager.

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Railroad History



Salmon Creek Trestle

Railroad History

Originally proposed to reach Yakima from Vancouver.



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Passenger rail service was offered from Vancouver to Yacolt from 1903 until 1932.



Salmon Creek Trestle

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- The peak period of the rail line occurred between 1950 and 1979, which ended when the mill in Chelatchie closed.
- The Clark County Commissioners purchased the foundering line in 1986.





The Vision

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Promoting excursion trains as a local attraction.

Creating a 33-mile trail adjacent to or along the right of way.

Preserving the right of way for potential future utilities.

A black and white photograph of a railroad switch (frog) in the foreground, with tracks curving into the distance. The image is high-contrast, showing the texture of the rails and the gravel bed. The tracks lead towards a horizon under a bright sky.

Challenges for the Railroad

A black and white photograph showing a close-up, low-angle view of railroad tracks. The tracks are made of steel rails and wooden ties, with gravel ballast visible between them. The tracks curve gently to the right, receding into the distance. The lighting creates strong highlights and shadows, emphasizing the texture of the rails and the grain of the wood.

Challenges for the Railroad

Residential development
encroaching on the rails.



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Light industrial land adjacent to
the line is commonly used for
non rail uses.

Why is rail better?



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Freight railroads are much safer than trucks when measured by mile-ton.

Rail requires less of a footprint and is more economical to build and maintain.



Environmental Benefits



78th Street crossing at 47th Avenue

An aerial photograph of an industrial facility, likely a gas processing plant, featuring large white storage tanks, one of which is labeled 'MESSER'. The facility is situated next to a multi-lane road with a crosswalk and a railroad crossing. The surrounding area includes parking lots with cars and trucks, and a forested landscape in the background under a clear sky.

Environmental Benefits

- On average, trains are 4 times more fuel efficient than trucks.

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- Steel train wheels protect ground water.
- Reduction of greenhouse gas.



78th Street crossing at 47th Avenue

Short line Railroad vs. Mainline railroad



Short line Railroad vs. Mainline railroad

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- Speed of trains will be less than that of the mainline.

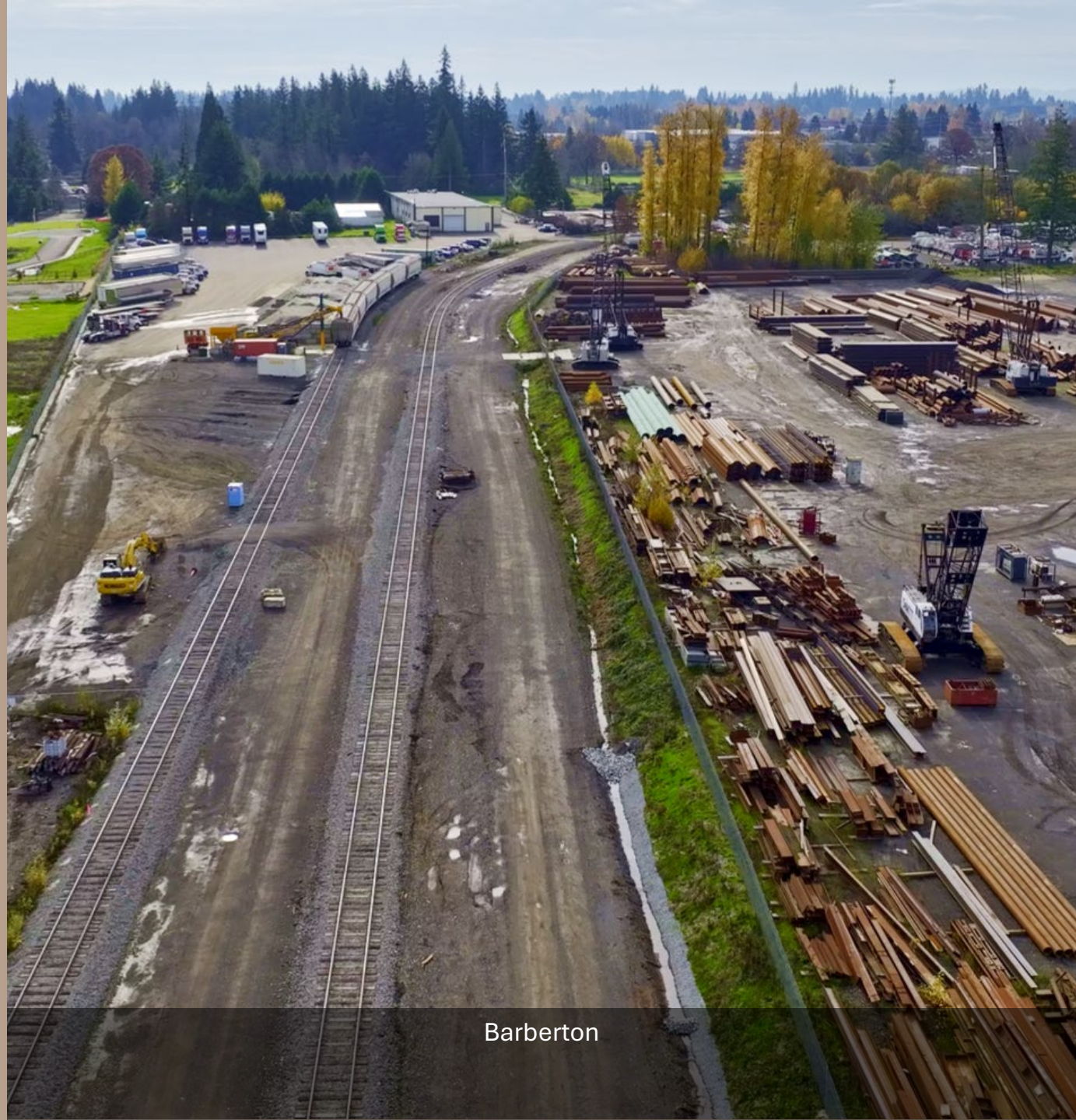




Short line Railroad vs. Mainline railroad

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- Speed of trains will be less than of the mainline.
- Amount of traffic will be significantly less than the BNSF and UP mainlines through south and west Clark County.

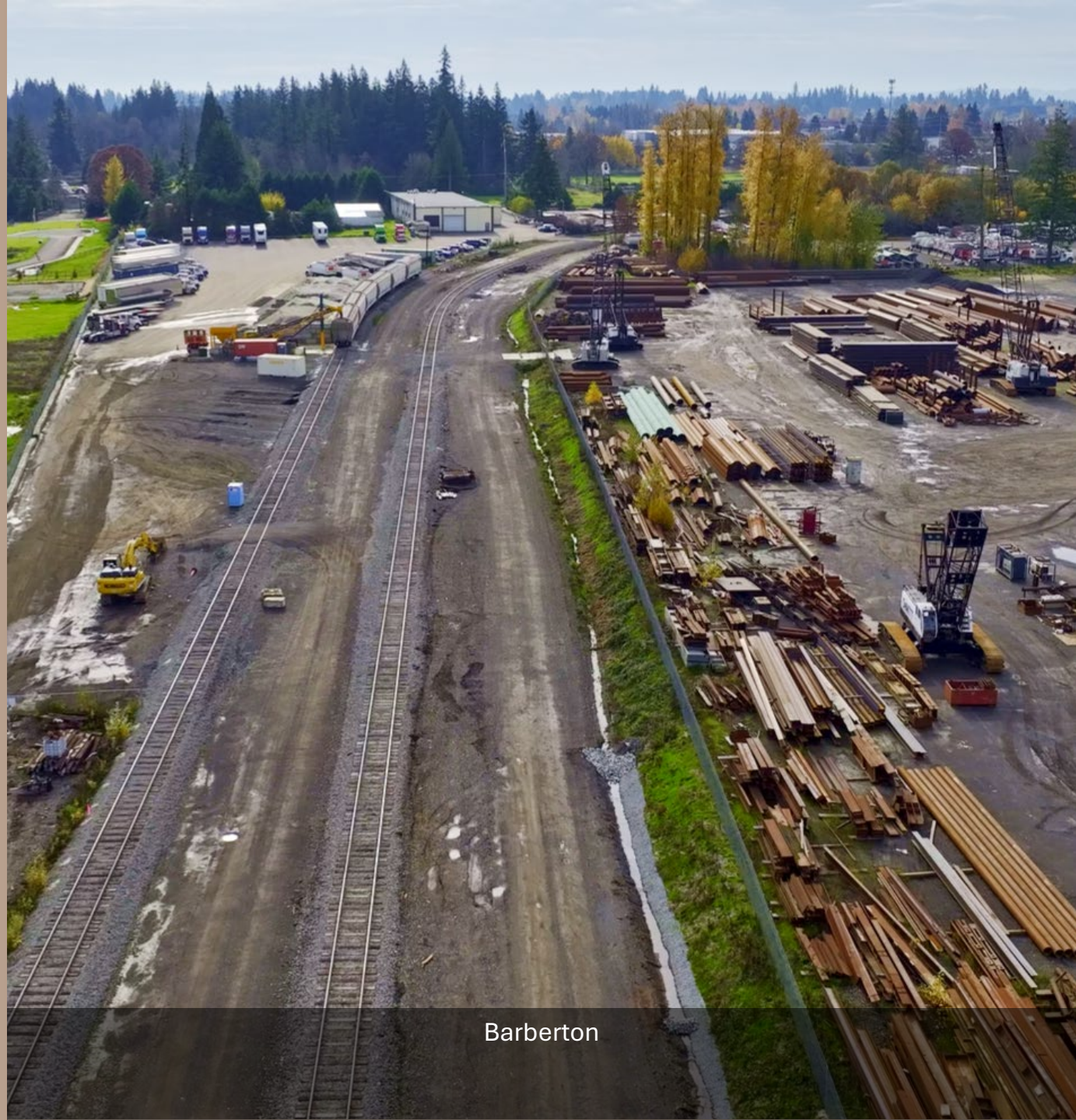
Economic Goals



Barberton

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Facilitate access to rail for local manufacturers and logistics firms.

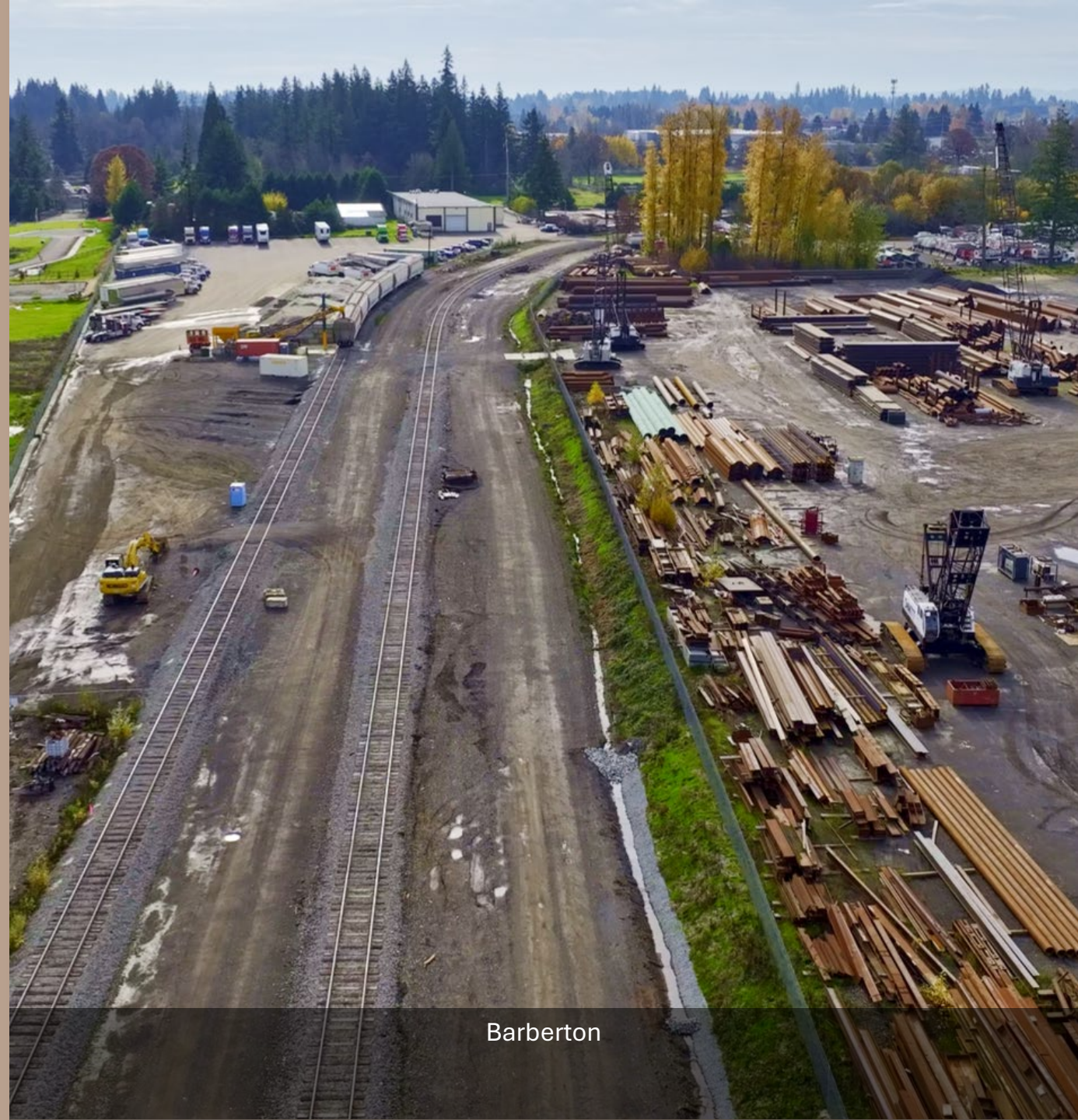


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Economic Goals

Facilitate access to rail for local manufacturers and logistics firms.

Create new job opportunities that offer sufficient wages to support families.



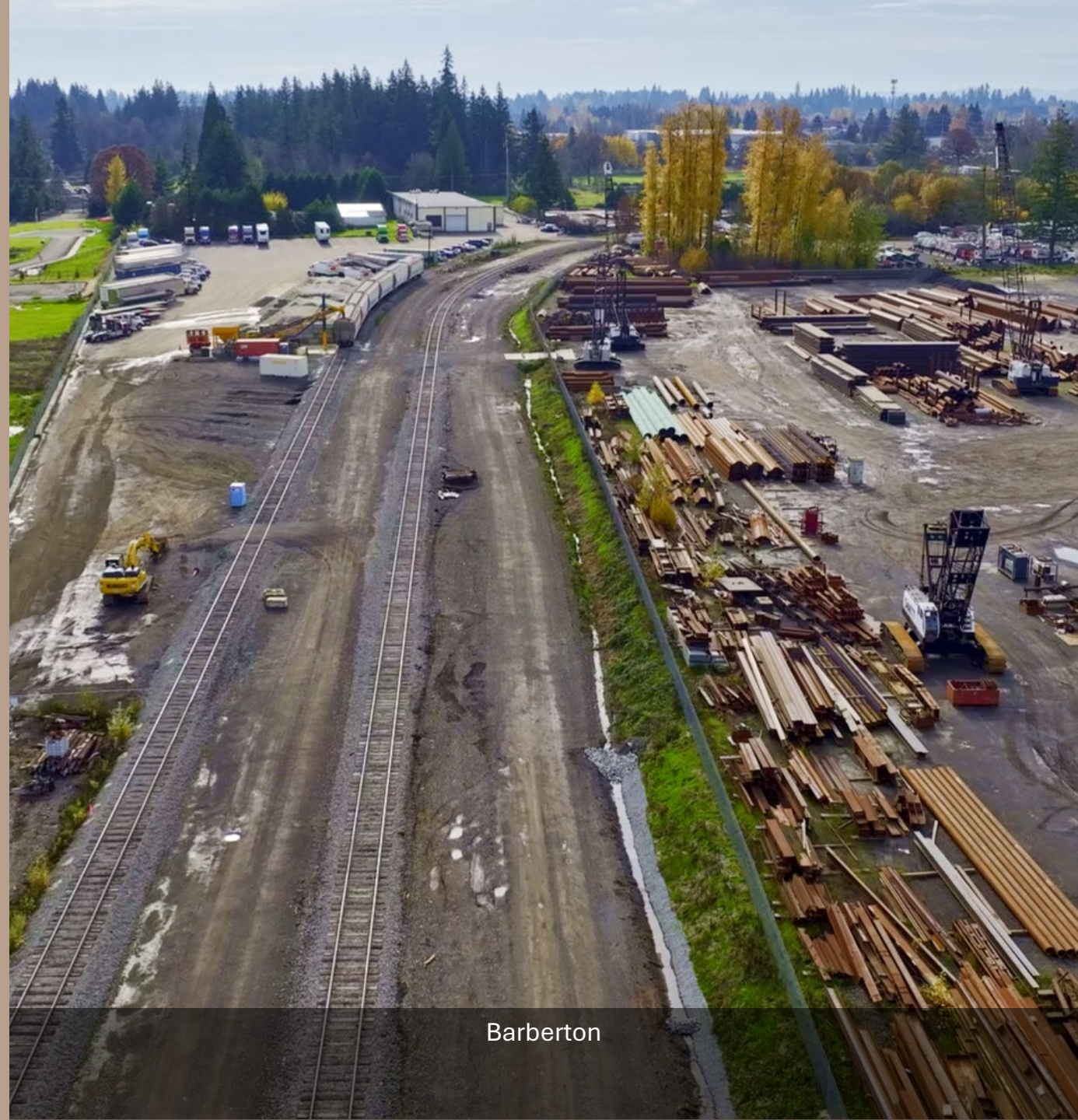
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Economic Goals

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Maximize the tax base by making better use of the land located next to the line.



Barberton

Development Guidelines

Title 40 Clark County Unified Development Code



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- 40.230.085 Employment Districts (IL, IH, IR, BP)



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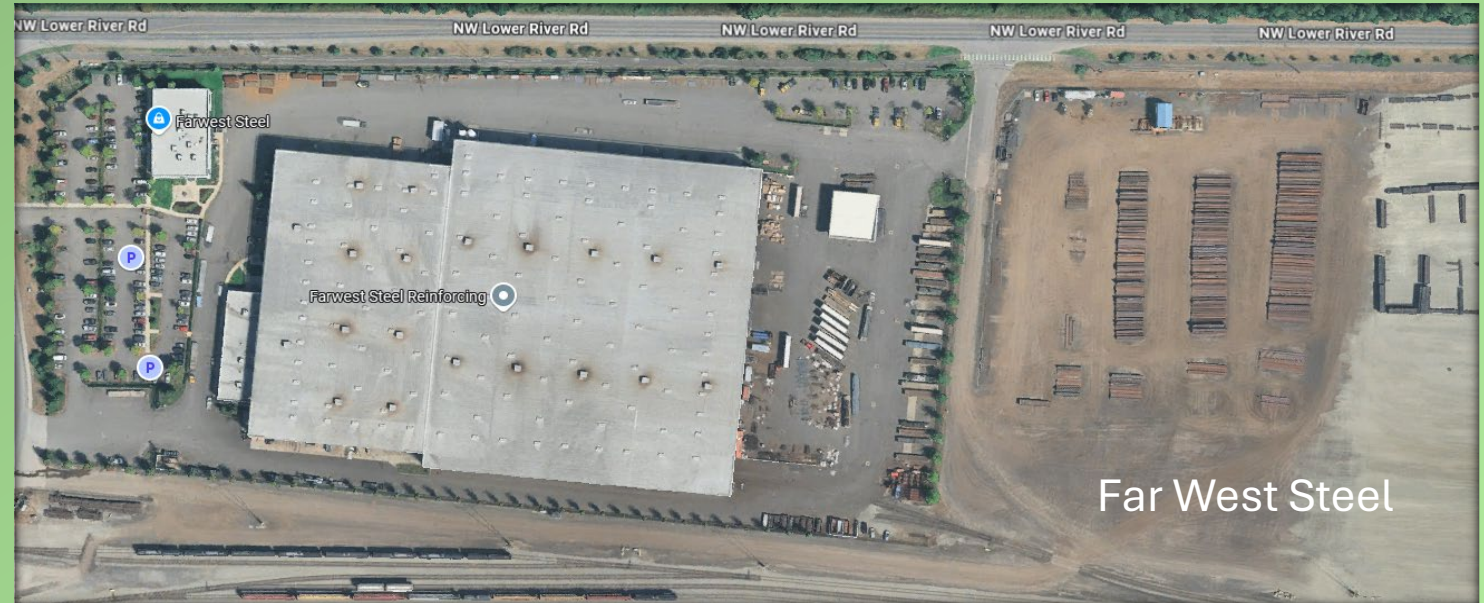
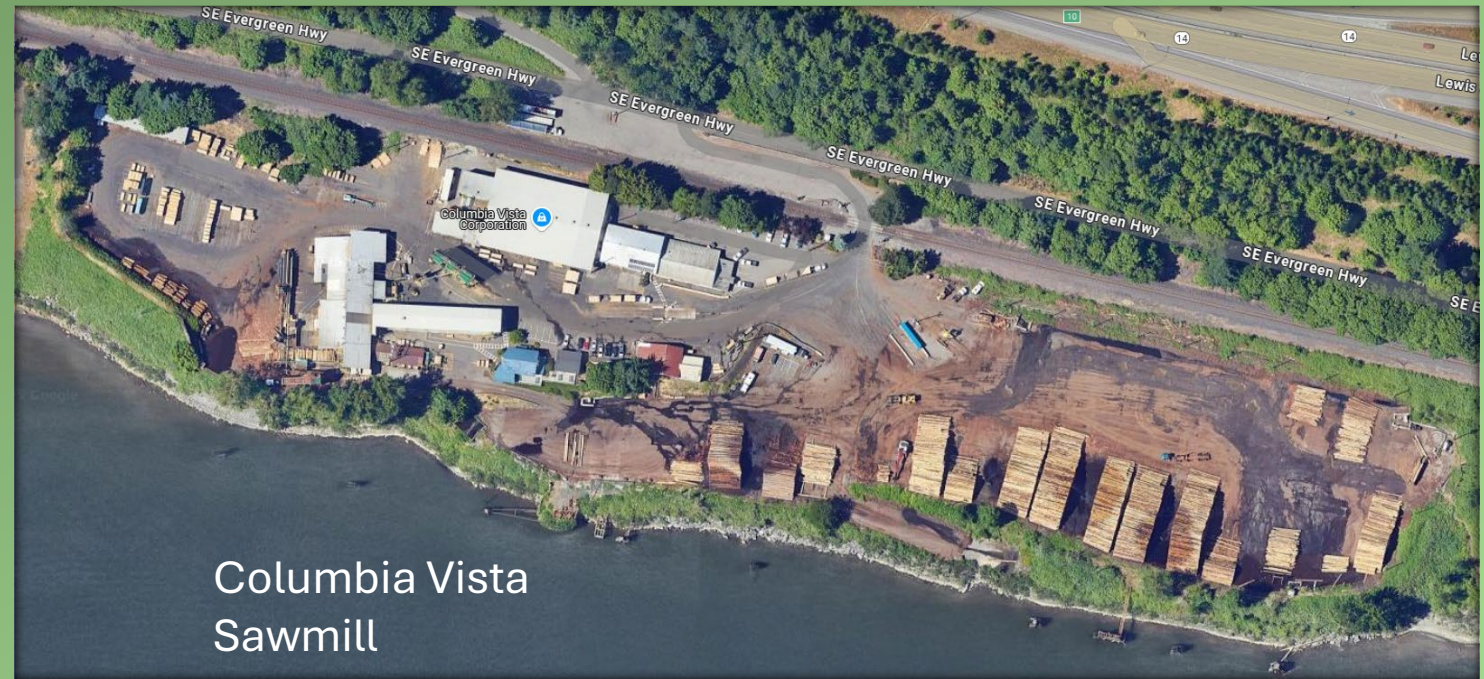
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- The code includes stipulations that mandate adequate screening of the property.



Examples of Rail Served Industrial Development



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- Operates May through December.
- Has been robbed on occasion.

Future Transit



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An electric pantograph system would be more energy efficient.

Rail With Trail



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- Study commissioned by Clark County in 2008.



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- First section of the trail starting at Battle Ground Lake opened in 2011.



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- Vision includes aligning trail next to existing rail in non-industrial areas.



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- First section of the trail starting at Battle Ground Lake opened in 2011.
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- There are no current efforts to add to this trail.



Chelatchie Prairie
Rail with Trail

Conclusion



Questions?

