

CLARK COUNTY

LEWIS AND CLARK REGIONAL TRAIL



CONCEPT PLAN

SPRING 2020

FORWARD

Lewis and Clark Regional Trail, Clark County, Washington

Connecting Communities via 50 miles of trail from Washougal to La Center

Clark County is located in the southwestern part of Washington State covering a total area of 656 square miles. The Columbia River flows along the southern and western borders, while the Lewis River defines the northern border. A diverse population of 481,857 individuals lives within these boundaries (U.S. Census 2018 Population Estimates).

Founded in 1845, the county is named after Captain William Clark of the Lewis and Clark Expedition. The Lewis and Clark Regional Trail project honors the rich history and namesake of the county, provides opportunity for collaborative partnership, healthy recreation and community connections.

The goal of the Lewis and Clark Trail project is to build a regional trail that will link the southeast corner of Clark County to the northwest corner and beyond, following the Columbia River. This effort is firmly committed to strengthening regional partnerships so that all may achieve a positive impact, stretch funding dollars and better leverage limited resources.

This project is in direct response to Clark County's Recreation and Open Space Plan adopted by the Clark County Council in 2015. Developing the plan included an online survey, which attracted nearly 1,500 respondents. More than 87% of respondents indicated they had hiked or walked in the past year, 53% selected walking and hiking trails as their top recreational priority.

When complete, the regional trail will provide 50 miles of continuous trail that will link Clark County from corner to corner, increase recreational opportunities and improve public health. Our vision includes components that share the history of the Lewis and Clark Expedition, history of the land, viewpoints, rest areas, connection to local communities and more. Goals for the trail include boosting economic development, supporting alternative transportation and providing a quality outdoor experience for residents and visitors alike.

The trail will reflect the diversity of the Northwest that includes the natural tranquility of two federal wildlife refuges, urban vitality, friendly locations, small town charm, waterways, forested areas and beautiful viewpoints. It will connect to the Bi-State regional trail system that reaches into the state of Oregon and will connect to the Columbia River Gorge loop trail, also known as Towns to Trails at the southwest border.

A National Park Service (NPS) Rivers, Trails and Conservation Assistance program grant awarded to Clark County in 2016 provided the support needed to guide stakeholder discussions, concept trail design, map planning and town connections. The results of this work are published within the final trail report.

Initial collaborative meetings were held in January and November of 2017. A trail planning charrette included fourteen volunteer landscape architects, nine students from area colleges, two high school student ambassadors and fifty participants representing city governments, area ports, national wildlife refuges, non-profit groups, Cowlitz Indian Tribe members, area parks staff, the National Park Service, trail advocates and interested citizens.

The charrette focused on five segments of trail that were divided geographically in order to review maps and determine the best plan for the trail. Another group focused on design and trail attributes that would be important to everyone interested in the project.

Additional meetings with stakeholders were held in 2018 and 2019 to further define the alignment of the trail. Regional map reviews were held in the cities of Ridgefield, Vancouver and Camas.

Each city along the route has made efforts to develop trail sections. We are thankful for the work everyone has put into this project and celebrate the success of each mile completed. Exciting events include and are not limited to: the City of Vancouver Waterfront Park completion in 2018, the Port of Vancouver continues to make progress on another project on the waterfront and completed a trail section along State Route 501/ NW Lower River Road (July; 2019). The Port of Camas/Washougal completed phase one of the trail alignment from Washougal Waterfront park. The City of Washougal is working on connecting the trail to the newly renovated Steamboat Landing. The City of Camas is working on a loop trail around Lacamas Lake that will connect to the regional trail system. The City of Ridgefield and the City of La Center are also working on making trail connections. Please visit their websites to learn more!

We will work to keep the momentum going, seek funding opportunities and continue to press forward to see this project reach fruition. Working together we will share resources, develop common themes, preserve our rich history, improve local commerce and most importantly, provide opportunities for individuals and families to enjoy the beauty of the trail.

Respectfully submitted;

A handwritten signature in black ink, appearing to read 'K. Tyler', written over a horizontal line.

Kevin Tyler

Parks and Lands Division Interim Manager
Clark County Public Works
4700 NE 78th Street,
Vancouver, WA 98665

PARKS AND PUBLIC WORKS DIRECTOR'S JOINT LETTER OF COMMITMENT

To Whom It May Concern;

We, the undersigned, express support for the Lewis and Clark Regional Trail. Each jurisdiction along the pathway has provided input toward the maps and concept trail design. The trail will connect communities from the southeast corner to its northwest corner following the Columbia River border.

We will work together whenever possible to leverage resources, seek funding opportunities and advocate for trail development. Together, we will celebrate each segment of trail completion.

There are numerous benefits of the Lewis and Clark Regional Trail, including increasing community-based recreational opportunities, increased public access, tourism, economic growth, public health improvements, and environmental education; we enthusiastically support efforts to make the regional trail system a reality. Connection to other trails beyond Clark County boundaries, including the national trail system magnifies the possibilities for this exciting project.

As a Park and Trail Management Professional, we each understand the importance of projects such as this.

Signed by the following;



Suzanne Grover
Parks and Cemetery Program Manager
City of Washougal



Jerry Acheson
Parks and Recreation Manager
City of Camas



Julie Hannon
Parks and Recreation Director
City of Vancouver



Bryan Kast
Public Works Director
City of Ridgefield



Matt Jenkins
Wastewater & Public Works Manager
City of La Center

CLARK COUNTY PARKS ADVISORY BOARD

SUPPORT FOR TRAIL

Dear Mr. Tyler;

As members of the Clark County Parks Advisory Board (PAB), we are well aware of the positive growth rate of diverse populations within Clark County. With an increase in population, the need for parks, trails and recreation also grows. PAB members each actively advocate for projects that benefit citizens and communities within the county boundaries.

We would like to express our enthusiastic support for development of the 50-mile Lewis and Clark Regional Trail in Clark County, Washington. The trail will connect communities from the southeast corner to its northwest corner following the Columbia River border. This endeavor also helps to create a pedestrian/cycling transportation corridor.

Local constituents have indicated walking and hiking trails as their top recreational priority. This project is in response to area goals to connect communities and larger trail systems. The Lewis and Clark Regional Trail will meet local and state goals through the following:

- **Improves access equity:** The trail will be ADA accessible when possible, providing a trail experience for all individuals regardless of ability or socioeconomic status.
- **Asserts Recreation as a vital public service:** Physical activity reduces health risks such as stroke, heart disease, diabetes and other health conditions. Trails are identified as a major contributor to fitness of communities and promoting healthy lifestyles.
- **Economic benefits:** As people visit to walk the trail there is potential to help revitalize local businesses and increase tourism. Local parks and trails have also been identified as a deciding factor for individuals and families purchasing a home.

For these reasons and more, we fully support the Lewis and Clark Regional Trail master plan and any applications for funding support. Individuals and families in Clark County, surrounding communities and visitors from all over will have an opportunity to benefit from this trail system. Connection to other trails beyond Clark County boundaries, including the national trail system magnifies the possibilities for this exciting project.

Signed;



Kelsey Potter, Co-Chair
Clark County Parks Advisory Board



Jay Chester, Co-Chair
Clark County Parks Advisory Board



WITH
TECHNICAL
ASSISTANCE
PROVIDED BY



NATIONAL PARK SERVICE
RIVERS, TRAILS
and CONSERVATION
ASSISTANCE PROGRAM

DESIGN
CHARRETTE
ASSISTANCE
PROVIDED BY



IN
PARTNERSHIP
WITH



Great Blue Heron (*Ardea herodias*) as seen at La Center Bottoms Natural Area. Photo Credit: Glen Erickson

TABLE OF CONTENTS

FORWARD LETTERS OF SUPPORT

ABOUT THIS DOCUMENT	Page 2
FREQUENTLY ASKED QUESTIONS	Pages 3-4

1. Who was involved in the planning of the project?
2. Who is responsible for the implementation of this plan?
3. How will the existing sections of the trail that are now part of the Lewis and Clark Regional Trail be integrated into this new route?
4. Who will manage the Regional Trail?
5. Will there be an increase in trespass, littering, vandalism, and other illegal activities?
6. How will the trail manage and enhance public safety?
7. What about emergency and fire response?

INTRODUCTION	
PROJECT AREA	Page 6
BACKGROUND	Pages 7-10
PLANNING PROCESS	Pages 11-12
BENEFITS	Pages 13-16
INTERPRETIVE OPPORTUNITIES	Pages 17-18
REGIONAL TRAILS	Pages 19-22

TRAIL ROUTE NOTES AND RECOMMENDATIONS	
TYPES OF TRAIL ROUTES	Pages 25-16
OVERVIEW MAPS	Pages 27-32
DETAIL MAPS	Pages 33-74
RIDGEFIELD ALTERNATIVE MAPS	Pages 55-60

TRAIL DESIGN RECOMMENDATIONS	
LOGO	Page 76
SIGNAGE AND WAYFINDING	Pages 77-78
TRAIL ENVIRONMENTS	Pages 79-80
TRAIL HEADS	Page 81
LIGHTING	Page 81
PUBLIC ART	Page 82
VEGETATIVE SCREENINGS	Page 83
CROSSINGS	Page 84

TRAIL MANAGEMENT	
CONSTRUCTION AND MAINTENANCE	Page 86
DOGS ON LEASH	Page 86
HOURS OF OPERATION	Page 86

APPENDIX	
LETTERS OF SUPPORT	Pages XXX
LETTERS OF COMMENT	Pages XXX
WILDLIFE WORKSHOP MATERIALS	Pages XXX
CONTRIBUTIONS	Pages XXX

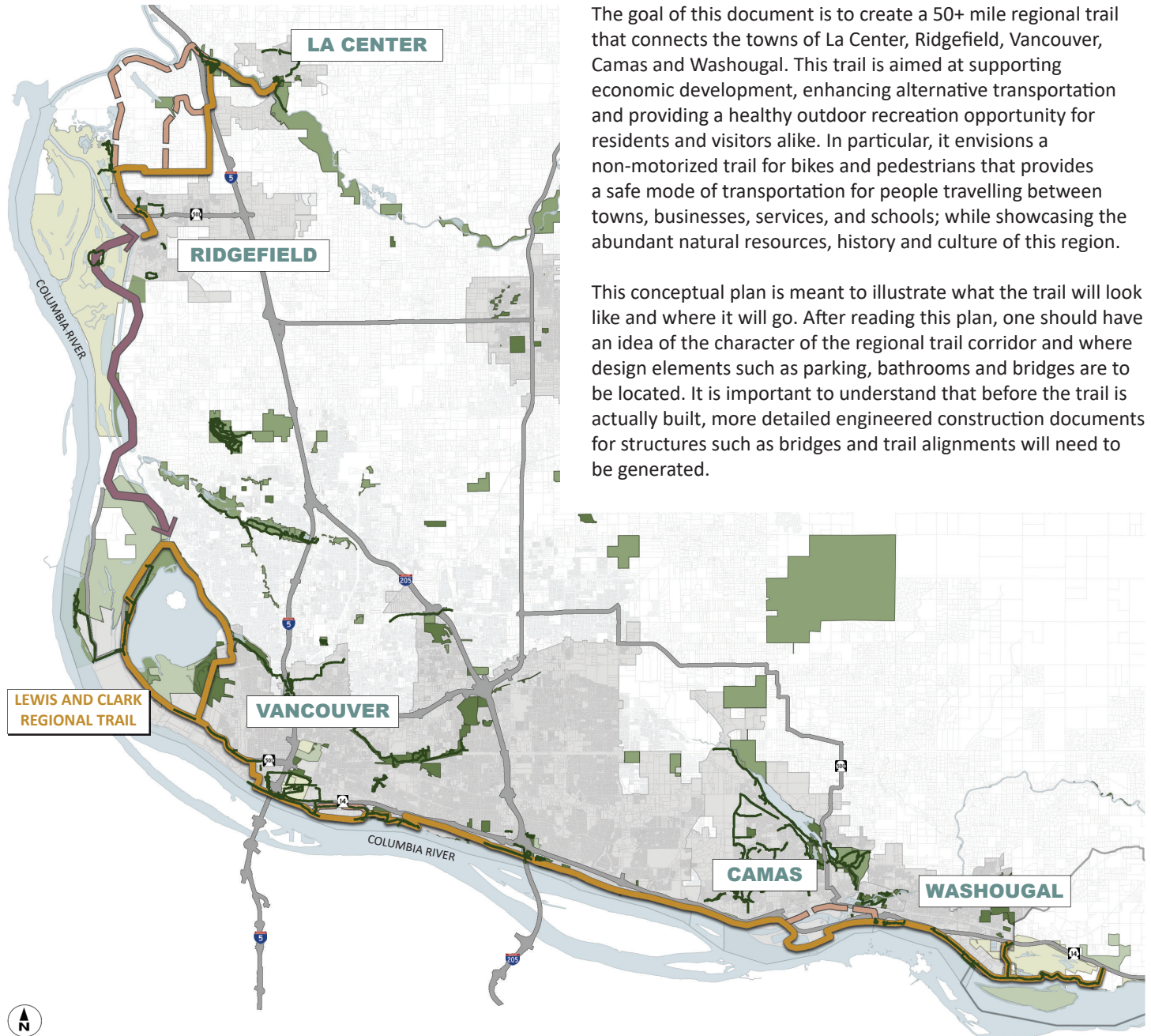
“The Lewis and Clark Regional Trail could result in a tangible sense of personal connection to nature, open spaces, outdoor recreation, new destination places, and a sense of pride, hope, and goals to preserve, conserve, and protect diminishing natural resources and environment[s] for future generations.”

Dr. Milada Allen

President

Felida Neighborhood Association

ABOUT THIS DOCUMENT



The goal of this document is to create a 50+ mile regional trail that connects the towns of La Center, Ridgefield, Vancouver, Camas and Washougal. This trail is aimed at supporting economic development, enhancing alternative transportation and providing a healthy outdoor recreation opportunity for residents and visitors alike. In particular, it envisions a non-motorized trail for bikes and pedestrians that provides a safe mode of transportation for people travelling between towns, businesses, services, and schools; while showcasing the abundant natural resources, history and culture of this region.

This conceptual plan is meant to illustrate what the trail will look like and where it will go. After reading this plan, one should have an idea of the character of the regional trail corridor and where design elements such as parking, bathrooms and bridges are to be located. It is important to understand that before the trail is actually built, more detailed engineered construction documents for structures such as bridges and trail alignments will need to be generated.

FREQUENTLY ASKED QUESTIONS

WHO WAS INVOLVED IN THE PLANNING OF THE PROJECT?

Clark County led the Lewis and Clark Regional Trail planning effort with assistance from the Intertwine Alliance and National Park Service's Rivers Trails and Conservation Assistance program. The following entities were involved in the planning workshops and meetings that facilitated the development of this plan:

1. AKS Engineering
2. American Society of Landscape Architects, Oregon and Washington Chapters
3. BergerABAM (now WSP)
4. City of Camas Parks and Recreation
5. Bike Clark County
6. Castle Farms
7. Citizens of Camas - Trail Advocates
8. Clark County Community Planning
9. City of Camas Community Development
10. City of Camas Parks and Recreation
11. City of Camas Parks and Recreation Commission
12. City of Camas Public Works
13. City of La Center Mayor
14. City of Ridgefield City Council
15. City of Ridgefield Mayor
16. City of Ridgefield Parks Advisory Board
17. City of Ridgefield Parks and Trails / Public Works
18. City of Vancouver City Council
19. City of Vancouver Community Economic Development
20. City of Vancouver Parks and Recreation
21. City of Vancouver Parks and Recreation Advisory Commission
22. City of Vancouver Public Works
23. City of Vancouver Transportation
24. City of Washougal City Council
25. City of Washougal Mayor
26. City of Washougal Parks
27. City of Washougal Communications
28. Clark Communities Bicycle and Pedestrian Advisory Committee
29. Clark County Community Planning
30. Clark County Council
31. Clark County Department of Health
32. Clark County Neighborhood Relations Coordinator
33. Clark County Parks Advisory Board
34. Clark County Parks and Lands Division
35. Clark County Parks Foundation
36. Clark County Public Works
37. Coast Range Ecological Services
38. Columbia Land Trust
39. Columbia River Neighborhood Association
40. Columbia Springs
41. Cowlitz Indian Tribe
42. Enroute Transport
43. Evergreen Highway Neighborhood Association
44. Evergreen Highway Trail Association
45. Evergreen Mountain Bike Alliance
46. Fazio Brothers Sand Company
47. Felida Neighborhood Association
48. Friends of Baltimore Woods / North Portland Willamette Greenway Trail
49. Friends of the Columbia Gorge
50. Friends of Ridgefield National Wildlife Refuge
51. Health Equity plus Active Transportation of Clark County
52. Heritage Farm / Master Gardener Program
53. Ilani Casino Resort
54. Lower Columbia Estuary Partnership
55. National Park Service
56. Oregon State University Students
57. Port of Camas-Washougal
58. Port of Vancouver
59. Port of Ridgefield
60. Portland Metro
61. Portland State University Students
62. Ridgefield Wildlife Refuge
63. Safe Routes Partnership
64. Southwest Washington Regional Transportation Council
65. Steigerwald Lake Wildlife Refuge USFW
66. The Intertwine Alliance
67. Vancouver Bicycle and Pedestrian Stakeholder Group
68. Washington Recreation and Park Association
69. Washington State Department of Fish and Wildlife
70. Washington State Department of Natural Resources
71. Washington State Department of Transportation
72. Washington State Legislative District 17 Senator, Lynda Wilson
73. Washington State Legislative District 18 Senator, Ann Rivers
74. Washington State Legislative District 49 Senator, Annette Cleveland
75. Washington Trails Association
76. Washington Trail Riders Association
77. U.S. Department of Fish and Wildlife - Ridgefield NWR Complex
78. U.S. Forest Service - Gifford Pinchot National Forest

WHO IS RESPONSIBLE FOR THE IMPLEMENTATION OF THIS PLAN?

Clark County will serve as the Lewis and Clark Regional Trail's coordinator and will convene partners and stakeholders on an as needed basis. Each jurisdiction is responsible for funding and implementing the recommendations that are contained within this plan. Timing of implementation will be dependent upon that particular entity's ability to do so including funding and staff availability. Each government entity was part of this planning process and contributed to the recommendations within this document. But construction of these recommendations is strictly up to that government agency's ability and desire to do so. It is hoped that this document and the power of the partnership of entities involved in the creation of this plan will help individual agency's efforts in fundraising for their particular recommendations. In particular, this plan will add strength to any government agency's proposals for grants to fund the trail and related trail infrastructure.

HOW WILL THE EXISTING SECTIONS OF THE TRAIL THAT ARE NOW PART OF THE LEWIS AND CLARK REGIONAL TRAIL BE INTEGRATED INTO THIS NEW ROUTE?

Fortunately, there are several excellent sections of trail along the proposed Lewis and Clark Regional Trail that are already existing such as Vancouver's Columbia River Renaissance Trail, Port of Vancouver's Terminal 1 Renaissance Trail, The Lewis and Clark Heritage Trail (also known as The Columbia River Dike Trail) in Washougal and the Port of Camas-Washougal's Washougal Waterfront Trail. These trails will effectively become sections of the Lewis and Clark Regional Trail but will retain their original character and names. Signage and wayfinding will be added to existing trails to ensure that the trail is a seamless experience for users.

WHO WILL MANAGE THE REGIONAL TRAIL?

Overall coordination and management of the regional trail, including maps and websites of the entire length of trail, will be the responsibility of Clark County but each individual land manager will have control and responsibility for the section of trail on their lands. For example, where the trail goes within City of Vancouver lands and rights-of-way, the City of Vancouver will be responsible for the maintenance and management of the trail.

WILL THERE BE AN INCREASE IN TRESPASS, LITTERING, VANDALISM, AND OTHER ILLEGAL ACTIVITIES?

Actually, the vast majority of trails have experienced a decrease in unwanted activities such as those listed above. The reason is that people tend to perform illegal activities in places where there are no reputable citizens frequenting the area. In trail after trail, people have seen the trail corridor transformed from a place that is unkempt and rife with litter to one that becomes an amenity for the area that showcases its natural beauty and heritage. Fencing and/or visual screening will be used where trespassing onto private property is of a particular concern.

HOW WILL THE TRAIL MANAGE AND ENHANCE PUBLIC SAFETY?

The Lewis and Clark Regional Trail will provide a safer transportation corridor than the existing surface routes that connect La Center, Ridgefield, Vancouver, Camas and Washougal. Also, it will be necessary for the trail to cross some paved and unpaved roads, and this situation will be no different than all of the other regional trails in the country that are being used safely. Appropriate trail design at these crossings, along with the placement of appropriate signs and other markers, will help to insure that motorists and trail users use appropriate caution at these crossings.

WHAT ABOUT EMERGENCY AND FIRE RESPONSE?

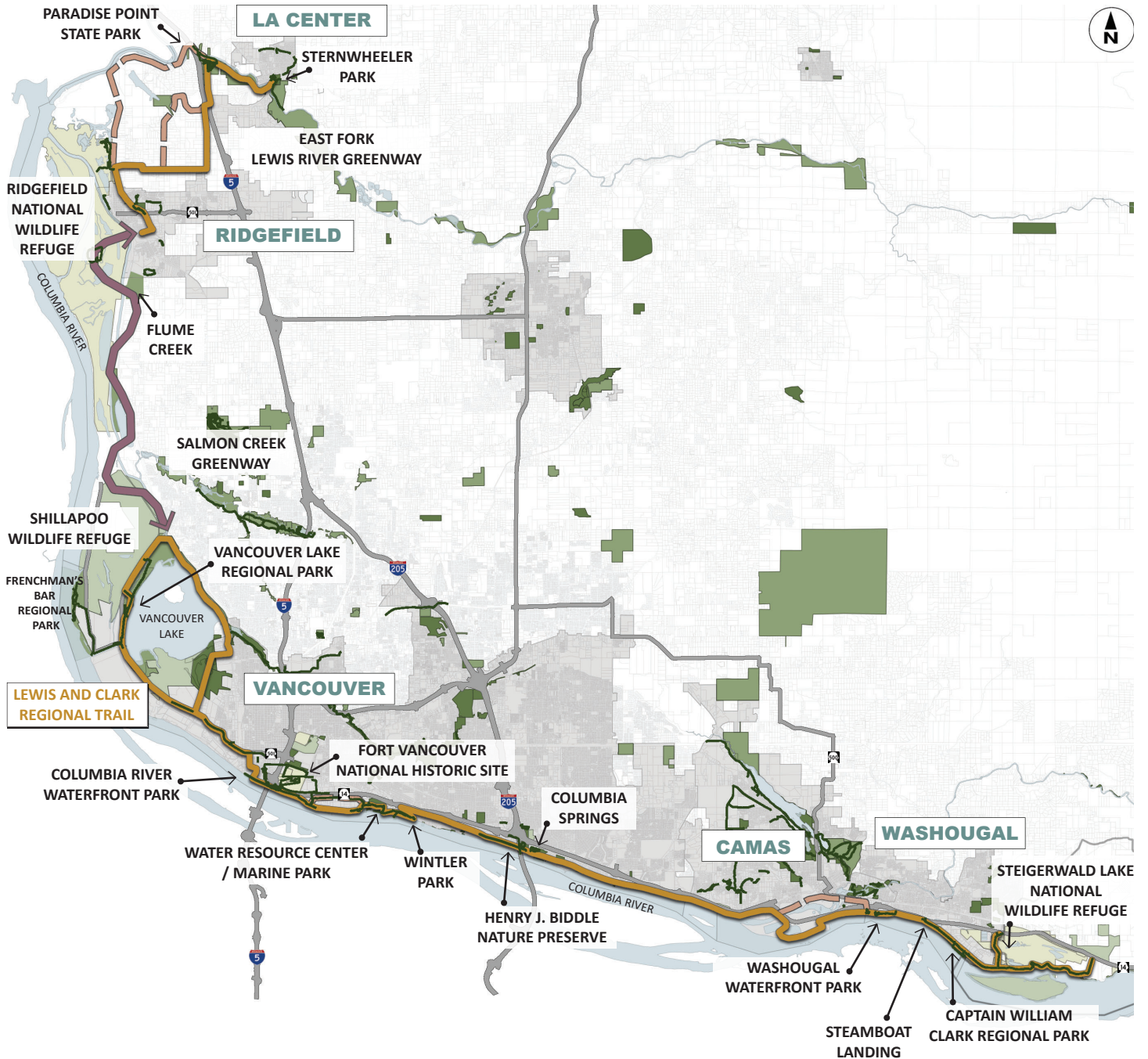
A benefit from developing a multi-use recreational trail is that emergency services have better access to the corridor than they ever have had. The trail has a predominantly flat and wide surface so that a police car, fire truck, or ambulance can drive right down the corridor with ease. This allows for faster response times and increased protection for residents along the corridor.

INTRODUCTION

PROJECT AREA
BACKGROUND
PLANNING PROCESS
BENEFITS
INTERPRETIVE OPPORTUNITIES
REGIONAL TRAILS



PROJECT AREA



BACKGROUND

The idea of a trail that followed the route of Meriwether Lewis and William Clark has been a topic of conversation for trail planners, history scholars and recreation enthusiasts in Clark County, Washington for many years. The first Clark County comprehensive parks and recreation plan was adopted in 1965. The National Trails System Act of 1968 spurred further conversations as the addition to U.S. Code, Volume 16, Sections 1241-1251, provided a means to establish trails in both urban and rural settings for people of varying ages, interests, skills and physical abilities. The act promotes the enjoyment and appreciation of trails while encouraging greater public access. The act also includes national historic trails that recognize original routes of travel of historic significance including past routes of exploration – such as the Lewis and Clark expedition.

The Shoreline Management Act was enacted by Legislature in 1971 and the county adopted a Shoreline Master Program in 1974. The plan includes public access, recreational use, historical and cultural elements as well as conservation and ecologically sensitive features.

The Board of Clark county Commissioners enacted the Conservation Futures program in October of 1985, instituting a conservation futures property tax levy. Per the enabling statute, RCW 84.34, conservation futures funds are dedicated to the acquisition of farm, forest, and open space lands. In 2006 the Board of County Commissioners renamed the program the Legacy Lands program. Since enactment of the conservation futures levy, the Legacy Lands program has helped acquire almost 5,000 acres of high-quality shorelines, greenways, open space, and fish and wildlife habitat. Among these are key portions of the Lewis and Clark Trail alignment.

Discussions began in 1989 to prepare for the 200 year anniversary celebration to commemorate the day that Captain George Vancouver's lieutenant, William Broughton named the area for his commander. Broughton was tasked with charting the stretches of the Columbia River between present-day Oregon and Washington. His detailed maps included landmarks such as Mt. Hood, Mt. Baker, Mt. St. Helens and Mt. Rainier. Broughton's map of the Columbia River was familiar to Lewis and Clark, and was resourceful as they navigated the region.

Due to the significance of the 200 year anniversary, the City of Vancouver worked with Kingsley, England to gain copies of historical documents that validated the International Maritime Bicentennial.

To support the commemoration, the City of Vancouver successfully applied for State Capital Development grant funds to complete a vision plan for the Columbia River Renaissance Trail. A project committee, comprised of community leaders was formed to develop a cohesive design. Key goals for the trail and the riverfront's rebirth included:

- Develop an attractive, vital and safe urban waterfront.
- Facilitate contiguous public access to and enjoyment of, the Columbia River.
- Preserve, promote and interpret the historic and environmental importance of the Columbia River Basin, a fast region of enormous geographic diversity.

Kelly Puntene, project manager and assistant to the City of Vancouver Manager at that time shares that the project vision was to *"create a vision of the Columbia River waterfront that provides public access as a part of the urban plan for Vancouver and Clark County. The final plan focused on the history, recreational value, environmental sensitivity, economic vitality and a strong sense of identity specific to Vancouver, Washington."*

On October 31, 1992, the City of Vancouver dedicated the Capt. Vancouver monument, "Boat of Discovery; 200 years to the day that Lt. William Broughton named the area for his commander. The Bicentennial dedication asked visitors to imagine the City of Vancouver 10 years into the future, when visitors would be able to walk along 12 miles of the city's shoreline. Significant portions of the envisioned trail have been completed by both the City and the Port of Vancouver however there are still gaps between completed trails that total nearly three miles between Vancouver Lake Park and I-205 as of this date. The Discovery Historic Loop annual celebrations continued to connect residents and visitors to the rich history of the area, including Fort Vancouver, Officers Row, Esther Short Park, Pearson Air Field, and more.

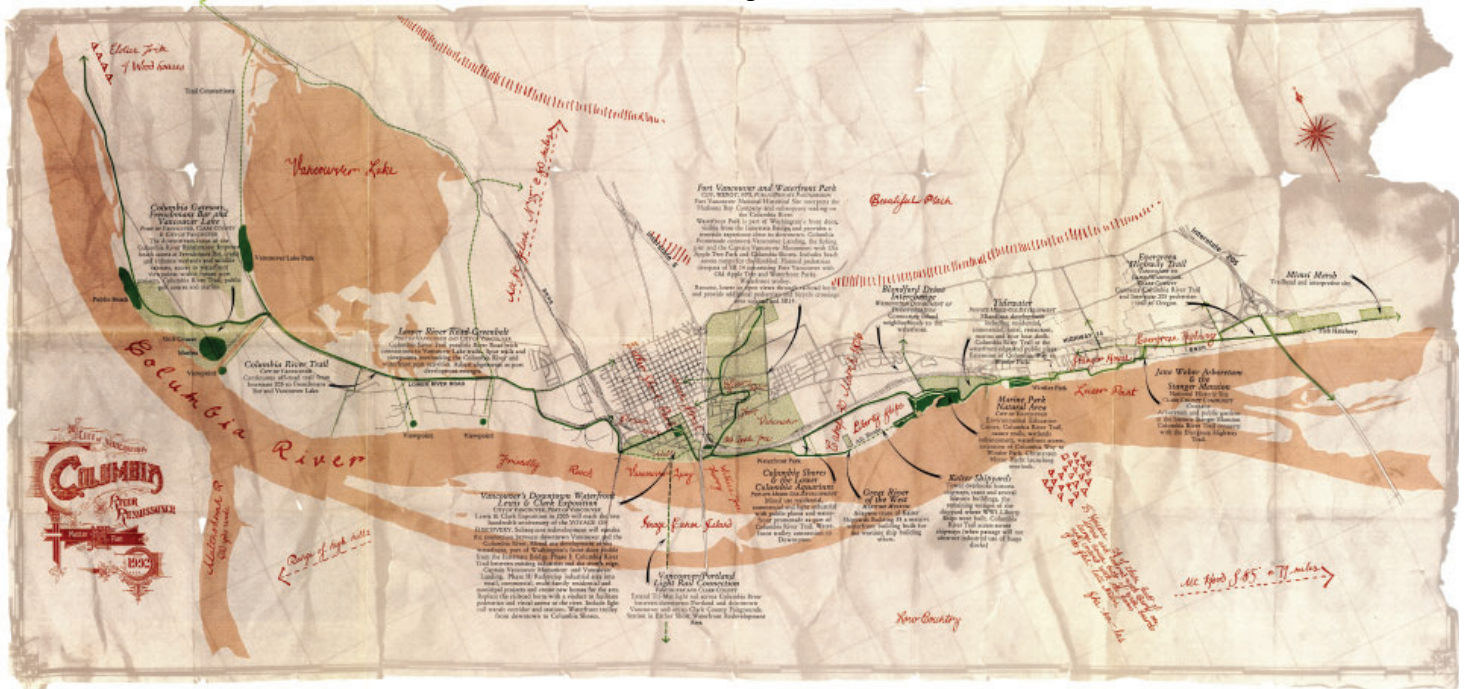
The Lewis and Clark Trail was named within the Metropolitan Greenspaces Master Plan published by Metro of Portland, Oregon in July of 1992. The plan includes southwest Washington trails, greenways and bi-state trail connections between Washington and Oregon. This year also marked the adoption of Clark County's first trail plan. Since then, the county has recognized the need for connectivity and establishing a network of pedestrian, equestrian and bicycle trails that are both functional for mobility and provide recreational value.

The envisioned trail has been formerly known as the Lewis and Clark Greenway Trail, Vancouver Lake Trail, Waterfront Trail and Evergreen Highway Trail. Original alignments for the regional trail hugged the Columbia River shoreline from Washougal to the northwest county boundary in Woodland. While the dream still exists, challenges such as homes being built along the Columbia River, Department of Fish and Wildlife Management plans, flood plains and other boundaries have necessitated alignment changes over time.

Discussions for the trail revived in 2000 to 2005 as communities prepared for the 200th anniversary of the Lewis and Clark Corps of Discovery's arrival in southwest Washington. A multijurisdictional effort commemorated the Lewis and Clark bicentennial in 2006 by opening Captain William Clark Regional Park in Washougal, at Cottonwood Beach. The Corps of Discovery established a camp at this site on March 31, 1806 while they secured provision for the return trip through the Columbia River Gorge. They remained at Cottonwood Beach for six days, which is the longest period of time the team camped at any site in Clark County. Today, the 93-acre park features multiuse trails, historic interpretive elements, waterfront access, picnic shelters, restrooms and parking areas.

The 2006 Regional Trail and Bikeway Systems Plan encompassed 16 regional land-based trails supporting a network of nearly 250 miles of regional trails and bikeways. The plan also added the Lower Columbia River Water Trail that covers 32 river miles. The Lewis and Clark Trail was identified within the top regional trail priorities.

Columbia River Renaissance Trail Master Plan; Vancouver, Washington, 1992.



In 1997, the City of Vancouver and Clark County formed Vancouver-Clark Parks through an inter-local agreement to strengthen the parks systems within the Urban Growth Boundary. Together the entities adopted the combined comprehensive parks, recreation and open space plan to cover both jurisdictions in their entirety and the consolidated Vancouver-Clark Parks and Recreation Department.

A land bridge was dedicated on August 23, 2008 to connect the riverfront walkway to the Fort Vancouver National Historic Site. The 40 foot wide, 40 foot curved bridge provides safe passage for pedestrians and bicyclists over the railway and Washington State Highway 14. To commemorate the 200th anniversary of the Lewis and Clark Expedition, artist Maya Lin was commissioned to design interpretive artwork as a part of the Confluence Project.

The Intertwine Alliance launched efforts in 2007 to create a Bi-State Regional Trails System Plan. The final document published in April of 2010 included the definition of a regional trail, function, benefits and the need for trails in the Portland-Vancouver Metro area. The planned network includes 37 regional trails, of which, 17 are located in Clark County. The Lewis and Clark Trail was named within the top 10 trail priorities for the Intertwine Alliance. The report conclusion states “The Bi-State Regional Trails System plan is an important tool for the Portland-Vancouver region to encourage investment in a coordinated trails network. It will help shape the region’s strategy to achieve a world-class trail system”.

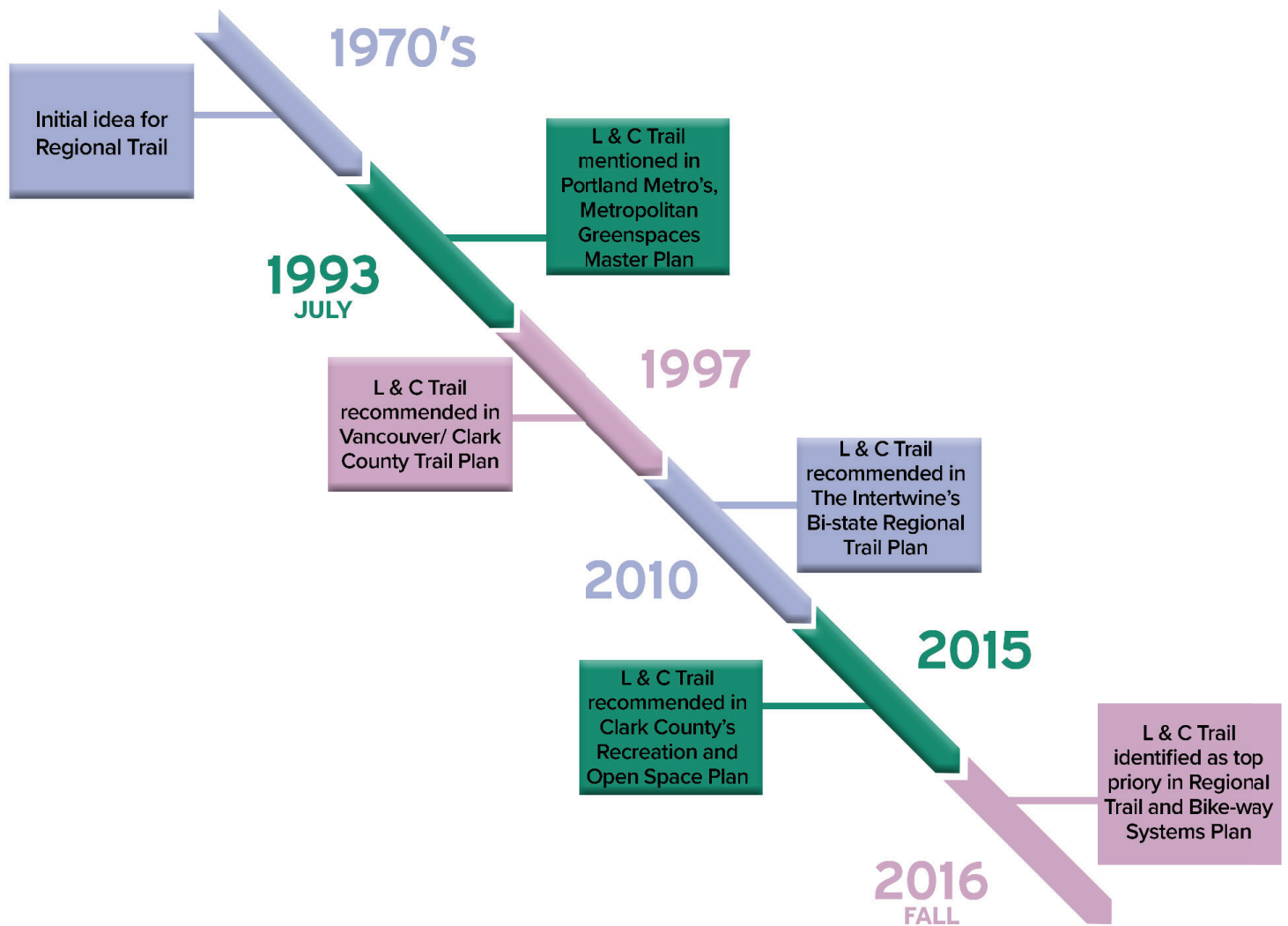
In 2013, the inter-local agreement that joined city and county park administration and planning was canceled, and the two jurisdictions separated their organizational resources. Clark County began the process to update the Parks Recreation and Open Space Plan (PROS) in 2014 with guidance from the newly formed Parks Advisory Board. The Conservation Areas Acquisition Plan update was adopted in the same year. The most recent PROS plan was adopted in September of 2015. Here to, the Lewis and Clark Trail was named among the top regional trail priorities.

In the spring of 2015, the Intertwine Alliance and Clark County declared the Lewis and Clark Trail as a collaborative project to create connections between communities in SW Washington. In June of 2016 the Intertwine and the county hosted a Trails Summit that was well attended by several public and private entities throughout Clark County. Bill Bjerke, Parks Division Manager for Clark County Public Works (2013-2019), shared the vision for the trail and the opportunity to benefit each community along the trail alignment. Mr. Bjerke shared “What I like most about this project is that it brings all of our public entities, private entities, tribes and communities together around a centrally focused project that everyone has equal ownership in”. With letters of commitment and support from participating local governments and partners, Clark County applied for the Rivers, Trails and Conservation Assistant Program through the National Park Service, U.S. Department of the Interior. The award began the process to create a master plan that identifies proposed connector trails between jurisdictions, potential water access sites, trail heads, and cohesive design elements. Primary partners within the application included: The Intertwine Alliance; City of Ridgefield; City of Camas; City of Washougal; Ports of Ridgefield and Camas-Washougal; Clark County Department of Public Health; and the Washington Trails Association.

With assistance from Dan Miller, Regional National Park Service RTCA Program Manager, and support from primary partners, initial collaborative meetings were held in January of 2017. A trail planning charrette was held on November 18, 2017. Additional meetings with stakeholders were held in 2018 and 2019 to further define the alignment of the trail. Regional map reviews were held in the cities of Ridgefield, Vancouver and Camas. Further details of these efforts are outlined within this report.

While much has been done in over 50 years of planning and development, there is still much work to do. Trail blazers and visionaries provided the pathway to bring us to where we are today. Looking forward, communities and trail enthusiasts will help make this dream a reality.

PROJECT TIMELINE



PLANNING PROCESS

NATIONAL PARK SERVICE TECHNICAL ASSISTANCE

While the Lewis and Clark Regional Trail has been a concept since the 1970s, the current trail effort gained momentum through the Vancouver-Clark County Trail Plan of 2007 and The Intertwine's Bi-State Regional Trail Plan (2010). Both documents recommended the development of the Lewis and Clark Regional Trail. Clark County's Recreation and Open Space Plan, adopted by the Clark County Councilors in 2015, also recommends the creation of the Lewis and Clark Regional Trail. Development of the plan included an online survey, which attracted nearly 1,500 respondents. More than 87% of respondents indicated they had hiked or walked in the past year, 53% selected walking and hiking trails as their top recreational priority.

The timing finally was right for Clark County to begin work towards the development of the Lewis and Clark Regional Trail. In the Summer of 2016, Clark County Parks Department submitted a request for technical assistance from the National Park Service's Rivers, Trails and Conservation Assistance Program. The application was awarded assistance and the project was kicked-off by Clark County, The Intertwine Alliance and the National Park Service through a stakeholder meeting in the Winter of 2016/17. A special project briefing for state senators and representatives took place in the Summer of 2017.

TRAIL PLANNING CHARRETTE

The initial steps of the trail planning effort focused on gathering existing data and creating base maps which were utilized in a charrette in the Fall of 2017. The charrette, an intensive design workshop, had over 50 stakeholders participate in different groups that were facilitated by 16 professional designers from the Oregon and Washington chapters of the American Society of Landscape Architects (ASLA), who provided their design expertise pro bono. The charrette yielded proposed alternative routing for the various sections of the trail.

PLANNING PROCESS





INITIAL TRAIL SECTION WORKSHOPS

After the charrette, the alternatives were presented and analyzed at three workshops held in Vancouver, Camas and Ridgefield during the Winter/Spring of 2018. Participants from the various cities, tribal representatives, land managers, and other stakeholders provided feedback to the initial proposed alternatives.

WILDLIFE-FRIENDLY TRAIL PLANNING FORUM

The Intertwine Alliance co-hosted a forum in May 2018 to discuss how this trail (and others) could be designed to be more wildlife-friendly. Participants came from local to federal government, natural resource managers, tribal representatives and wildlife-focused non-profits helped to discuss the issues and generate potential best management practices for design. To see the notes from this forum, [see Appendix XX](#).

ROUTE FINALIZATION WORKSHOPS

A final round of workshops was conducted in the Spring of 2019. These workshops focused on finalizing the Lewis and Clark Regional Trail route and alternate routes (where applicable). In addition, community connections were identified and trail amenities such as parking and bathrooms were noted and recommendations were made to meet the gaps.



BENEFITS



Sandhill Cranes (*Antigone canadensis*) taking flight at Frenchman's Bar. Photo Credit: Glen Erickson

Trails and footpaths are a mainstay of the American landscape. These connected corridors have evolved from small Native American hunting paths, to prized trade and transportation routes, to modern-day highway systems. In the Pacific Northwest, these hunting paths lead Lewis and Clark on their journey west and would be the basis The Oregon Trail. Today, trails directly benefit local communities in several ways, whether it is by providing recreation and transportation opportunities, or by spurring economic development. Trails are, and always have been, culturally important networks that should be cultivated and preserved for future generations.

RECREATION

Trails not only allow for access to open recreation areas around the community but is also a recreational space itself. One of the most direct benefits of community trails and greenways is the close-to-home, accessible recreation opportunities they provide. Trails make communities better places to live by preserving and creating open spaces for people to play. By providing a connected corridor diverse populations, that may otherwise have limited interaction with natural areas due to financial or transportation constraints, are able to have access to affordable recreation opportunities within their community. Additionally, trails that are connected to other local recreation areas allow users to access a variety of different recreational opportunities such as hiking, cycling, and mountain biking, kayaking, paddling, and swimming.



Frenchman's Bar. Photo Credit: E. Paul Peloquin

Port of Vancouver Mutli-Modal Trail. Photo Credit: E. Paul Peloquin



TRANSPORTATION

Trails and greenways function as non-motorized transportation corridors for pedestrians and cyclists. These networks connect neighborhoods with shopping and entertainment districts, and provide a realistic transportation alternative for commuting to work, school, and social activities. Often direct and uninterrupted, trails provide a pedestrian scale environment that allows for safe and convenient passage to and from destinations. They also can provide safe alternative transportation methods for children commuting to and from school. A key feature of the Lewis and Clark plan is the amount of trail connections it makes. The Lewis and Clark Regional Trail connects disjointed trails and paths to create a seamless region wide alternative transportation network. Removing pedestrians and recreation seekers off the current roads and onto the proposed trail, lessen the potential conflict between these two uses and makes all modes of transportation more safe and enjoyable.

HEALTHY LIVING

Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas. For many, exercise is important for maintaining good mental and physical health; however, most people do no exercise regularly. Scientific evidence supports that people are more likely to be physically active if they have recreational facilities close to their homes. By providing opportunities for recreation through trails, people of all ages have an accessible and low-or no-cost, attractive and safe place to cycle, walk, skate and jog. Connecting people with places they want or need to go, trails encourages people to incorporate exercise within their daily routines, thus creating a significant impact on public health and wellness.



Wintler Park. Photo Credit: E. Paul Peloquin

ENVIRONMENT

As more land gets developed in and around urban areas, trails and greenways play a vital role in reducing environmental impacts by preserving or restoring green space. These vegetated areas and link fragmented habitat and provide opportunities for protecting plant and animal species. Air quality is improved in two ways: first, trails provide enjoyable and safe alternatives to driving, which reduces the burning of fossil fuels; second, they protect large areas of plants that create oxygen and filter air pollutants. Trails and greenways act as a natural buffer zone that reduces the amount of run off and pollutants entering waterways. Natural open spaces also provide opportunities for outdoor learning, allowing children to directly engage with the landscape and therefore understand the importance of environmental stewardship.

TOURISM

Trails are not normally viewed as assets that contribute to tourism and local economies, but are increasingly becoming destination-worthy lures and significant economic boosters. Trails and tourism can be thoughtfully combined to the benefit of communities, small businesses and local points of interest. Trail networks attract visitors from outside the immediate area who travel specifically to hike or bike on a trail. Communities with successful trail tourism see influxes in local business revenue, employment, and employee earnings. Trails for tourism models are most economically successful when a trail is connected to local businesses that cater to trail user needs, including restaurants, grocery stores, camping and hotels, and restrooms. This connection can occur directly through trail spurs that link to commercial centers, as well as through signs at trailheads or shuttles between a town and the trailhead. Creating a unified and connected regional trail system complete with wayfinding signs directs visitors towards local businesses and provides people with an opportunity to invest in the local economy.



Great Egret (*Ardea alba*) as seen at La Center Bottoms Natural Area. Photo Credit: Glen Erickson



Columbia River Waterfront Park. Photo Credit: E. Paul Peloquin



A local farmers market event held at Overlook Park in Ridgefield.
Photo Credit: Steve Bergman



Cathlapotle Plankhouse at Ridgefield National Wildlife Refuge.
Photo Credit: Steve Bergman

ECONOMICS

There is an ever mounting body of evidence on the economic benefits of trails. However, since the scope and context of these projects can differ wildly it is hard to apply the outcomes of one trail system to another. It can be said though that trails and greenways increase the natural beauty of communities which has been shown to bolster property values and make adjacent properties easier to sell.

SAFE AND LIVABLE COMMUNITIES

Trails and greenways are valued for their ability to connect people with places and enhance the beauty of urban areas. The cumulative benefits of trails and green space increases the livability of an area and can contribute to an overall higher quality of life. When trails are well light, maintained, and frequently used crime is reduced, fostering and overall sense of safety throughout the community.

HISTORIC PRESERVATION AND COMMUNITY IDENTITY

The Lewis and Clark Regional Trail will enhance the region's sense of community identity and pride through the interpretation of the area's rich historic and cultural resources including the preservation of this historically significant Pacific Northwest corridor. Trails and greenways provide a window into our history and culture by connecting people to the past. Lewis and Clark Regional Trails will link and provide access to historic features, such as Fort Vancouver, Fishers Historic Cemetery, Steamboat Landing, and Cottonwood Beach. The preservation and highlighting of these places lets users learn about and understand the history of the region and the area's communities. With so much of America's history tied to natural or man-made corridors, trails often present a uniquely effective way to highlight that history and cultivate a community identity around it.

INTERPRETIVE OPPORTUNITIES

INTERPRETATION ALONG THE TRAIL

The Lewis and Clark Regional Trail has rich and diverse stories to be told across its route through Clark County. Typical interpretive themes are historical, flora and fauna, cultural, hydrological, or geological in nature. Interpretation adds interest and value to any trail or place by:

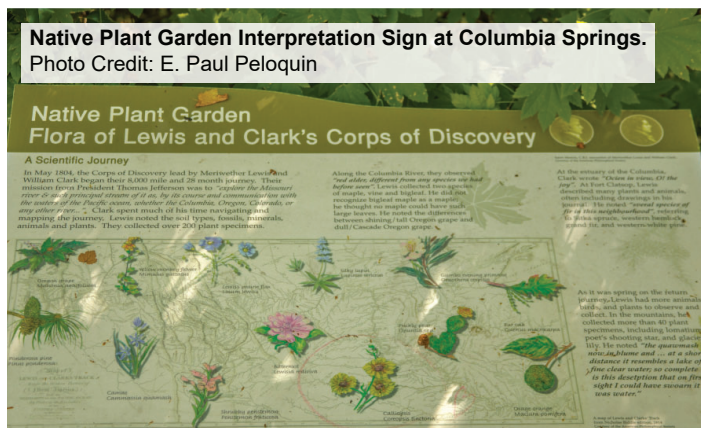
- Inviting people to personally see and touch places and stories that are special to the region.
- Offering education and content that invest the public in a trail's history and significance.
- Inspiring stewardship in trail users by reinforcing awareness of natural and cultural resources.
- Fostering and demonstrating community pride in local heritage.



Interpretation at Ridgefield National Wildlife Refuge.
Photo Credit: Steve Bergman

Currently, there are some existing interpretive panels along the existing trails and parks that will help to become the Lewis and Clark Regional Trail. It is important for these interpretive displays to be inventoried so that a proper interpretive plan for the trail can be developed. An interpretive plan should:

- Define interpretive themes and sites along the trail for outdoor learning, featuring a diverse range of subjects, tools, materials and media.
- Focus on accuracy and balance telling the complex stories from multiple sides even if this creates conflicting stories.
- Partner with local Native American tribes, local communities and schools, public agencies and non-profits to capture their stories for interpretive materials.
- Highlight local heritage including Native American settlement and culture, European settlement, Lewis and Clark, and the Corps of Discovery and the Columbia River as a means of transportation and trade.
- Protect and interpret sensitive and unique natural habitats, including water resources, plants, and wildlife.
- Consult with local Native American tribes to interpret where appropriate, cultural and tribal resources.
- Use simple and creative interpretive materials including signs and audio-visual programs.
- Utilize a coordinated approach that spends ample time talking with stakeholders about the stories and how they should be highlighted for trail users.
- Collaborate and consult with biologists, archaeologists, paleontologists, local Native American tribes, cities, fish and wildlife managers, land managers, historians, graphic artists and landscape architects.



REGIONAL TRAILS



LEGEND

	LEWIS AND CLARK REGIONAL TRAIL PREFERRED ROUTE		FEDERAL LAND		CITY LAND
	LEWIS AND CLARK REGIONAL TRAIL ALTERNATIVE TRAIL ROUTE		WASHINGTON STATE LAND		CLARK COUNTY LAND
	EXISTING TRAIL				
	CITY / STATE BOUNDARY				



1. BATTLE GROUND - FISHER'S LANDING TRAIL

Miles planned: 16.1 / Miles completed: 3.95

The north-south route begins along the Lewis & Clark Regional Trail at the Columbia River, and parallels SE 192nd Avenue in the Fisher's Landing area of Vancouver. Sidewalks exist north of State Route 14 up to SE 18th Street. The trail leaves the roadside to navigate the open space along the Lacamas and Fifth Plain Creeks up to the Hockinson Meadows Community Park, then continues north up to Battle Ground Lake State Park via China Ditch and the Chelatchie Rail with Trail.

2. CAMP BONNEVILLE TRAIL

Miles planned: 12.1 / Miles completed: 0

The planned trail travels from the Heritage Trail north of Lacamas Lake to and through the Clark County owned Green Mountain property, north to and through Camp Bonneville, then continues north and east to the head waters of Salmon Creek in the eastern terminus of the Salmon Creek Trail. Trails exist in Camp Bonneville however public access has not yet been realized.

3. CHELATCHIE PRAIRIE RAILROAD

Miles planned: 34.2 / Miles completed: 2.7

Clark County intends to work with community partners to build a multiuse trail paralleling the length of the county-owned Chelatchie Prairie Railroad. The envisioned trail between the Burnt Bridge Creek Trail in Vancouver and the Yale Bridge in Chelatchie Prairie would accommodate walking, biking and horseback riding.

4. EAST FORK LEWIS RIVER GREENWAY

Miles planned: 28.4 / Miles completed: 4.1

The trail will extend from the confluence of the East and North Fork of the Lewis River near the La Center Bottoms to Daybreak Park, through Lewisville Regional Park and extend to the Clark County border and end at the Livingston Mountain, Dole Valley Trail.

5. MOULTON FALLS TRAILS - CONNECTION TO CHINOOK TRAIL

(NOT SHOWN ON MAP)

Moulton Falls and Lucia Falls Parks together encompass 325 acres of older-growth forest, three separate waterfalls and miles of shared use and primitive trail. Other points of interest include volcanic rock formations from early lava flows, a beautiful arch bridge over three stories high. A 2.5-mile, barrier-free trail runs from the Hantwick Road trailhead to Moulton Falls Park. The primitive, 9-mile Bells Mountain Trail also begins here, and will eventually link southward to the Rock Creek Campground and the Tarbell and Larch Mountain Trails. Tarbell Trail is a part of the Chinook Trail system that crosses through the Gifford Pinchot National Forest.

6. LAKE TO LAKE TRAIL

Miles planned: 22.3 / Miles completed: 11.4

The Lake to Lake trail when completed will connect Vancouver Lake to Lacamas Lake via a hard surface, multi-use corridor. The trail passageway highlights remaining preserved open spaces within the urban area along the Burnt Bridge Creek and LaCamas Creek watersheds. Portions of the trail have been completed at the east and west ends. To complete the connections in the mid-section, the planned East Powerline Trail may be utilized to provide an east-west connection from the Burnt Bridge Creek Trail at Burton Road, in Vancouver, to Lacamas Lake in Camas. The East Powerline Trail will continue under the Bonneville Power Administration transmission lines to the Clark and Skamania County boundaries.

7. EAST POWERLINE TRAIL

Miles Planned: 16.5 / Miles completed: 0.74

The east-west trail provides a connection between Burnt Bridge Creek Trail at Burton Road in Vancouver to the boundary of Clark and Skamania counties under the Bonneville Power Administration transmission lines. To complete the connections in the mid-section, the planned East Powerline Trail may be utilized to provide connection from the Burnt Bridge Creek Trail at Burton Road, in Vancouver, to Heritage Trail in Camas.

8. LIVINGSTON MOUNTAIN / DOLE VALLEY TRAIL

Miles planned: 21 / Miles completed: 0

The planned trail begins at Lacamas Lake Park then travels northeast up to Livingston Mountain into the Yacolt Burn Forest in the Washington State Department of Natural Resources (DNR) lands and north to connect with the East Fork of the Lewis River Trail east of Moulton Falls.

9. NORTH FORK LEWIS RIVER GREENWAY (NOT SHOWN ON MAP)

Miles planned: 31.5 / Miles completed: 0

The east-west trail envisioned for pedestrians, bicyclists, equestrians and paddlers aligns along the south side of the North Fork of the Lewis River from La Center on the west to Yale Dam on the east and North to the Mt. St. Helens Monument Area.

10. NORTH / SOUTH POWERLINE TRAIL

Miles planned: 31.5 / Miles completed: 0

The north-south multi-modal trail is envisioned to connect central Vancouver at the Bonneville Power Administration Sub-Station, north to the Washington State University Campus and trail system, and then continues north to the East Fork Lewis River Clark County owned properties, and terminates at the northern edge of Clark County along the North Fork of the Lewis River.

11. PADDEN PARKWAY

Miles planned: 10 / Miles completed: 9.7

The Padden Parkway trail was built in conjunction with a transportation project to improve an East-West circulation route. The constructed trail begins at NE 78th Street and NE Padden Parkway in Vancouver and extends to NE Ward Road in Brush Prairie. Pedestrians and bicyclists can begin their trek at Vancouver Lake, follow Fruit Valley Road to 78th Street, and continue east to Padden Parkway. The project has proven to be a critical link within the regional trail network.

12. SALMON CREEK GREENWAY

Miles planned: 24.9 / Miles completed: 3.1

This trail corridor extends from the mouth of Salmon Creek at Lake River and is planned for extension to the headwaters of Salmon Creek on Bells Mountain. Completed trail portions reach from NE 39th Street to Kline Road just west of Highway 99 in Vancouver, WA.

13. WASHOUGAL RIVER CORRIDOR

Miles planned: 10 / Miles completed: 1.5

This paved accessible trail along the Washougal River and the ponds on the south side of the River can be accessed from Baz River Front Park at NE 3rd Loop. The ponds were created from reclaimed gravel mining pits. The trailhead connects to the boardwalk crossing wetlands at the northwest end of the trail. A long arching trail bridge spans the river affording views both up and down the stream.

14. WHIPPLE CREEK GREENWAY

Miles planned: 4.8 / Miles completed: 0

The planned trail will accommodate pedestrian, bicycle and equestrian use from the mouth of the Whipple Creek at Lake River, through Whipple Creek Regional Park and Eastward to Fairgrounds Park. The trail when completed provides connections from the Clark County Equestrian Arena, to 4.3 miles of equestrian trails that already exist at Whipple Creek Park.

15. I-5 CORRIDOR / BI-STATE TRAIL

Miles planned: 13 / Miles completed: 2

The corridor combines linkages for semi-continuous and safe pedestrian and bike routes that parallel the I-5 corridor to provide alternative modes of commuting. The alignment begins at the interstate bridge over the Columbia River and continues to the northern terminus of Clark County at the North Fork of the Lewis River and Woodland in Cowlitz County.

16. I-205 CORRIDOR / BI-STATE TRAIL

Miles planned: 13 / Miles completed: 2 (Clark County, WA)

The corridor is planned to provide a linkage for safe pedestrian and bike routes that parallel the Interstate 205 to provide alternative modes of commuting. Two miles have been completed on the I-205 Bridge within State of Washington boundaries and connect to the State of Oregon Trail system as described below:

Miles Planned: 39 / Miles completed: 19 (Oregon)

This commuter trail runs parallel to the I-205 freeway, connecting the Columbia River at Vancouver, Washington to the Clackamas River at Gladstone, Oregon. Owned and managed by the Oregon Department of Transportation, the multi-use path is proposed to continue south to West Linn and Tualatin.

17. LOWER COLUMBIA RIVER WATER TRAIL (NOT SHOWN ON MAP)

Miles planned: 146 / Miles completed: Please visit websites for more information.

The Lower Columbia River Water Trail is a 146-mile, bi-state trail spanning the tidally influenced river waters from the Bonneville Dam to the Pacific Ocean. This water trail was dedicated in the summer of 2004. Work is ongoing surveying, working with landowners, and publicizing launch and landing sites, campsites, and other facilities for non-motorized boaters. The Lower Columbia Estuary Partnership website includes a GIS-based interactive map and increasing amounts of information for those traveling on the Lower Columbia (Description provided by the Washington Trails Association).

18. LEWIS RIVER TO VANCOUVER LAKE WATER TRAIL (NOT SHOWN ON MAP)

The Lewis River to Vancouver Lake Water Trail covers 32 river miles that includes Vancouver Lake, the full extent of Lake River, a section of the Columbia River along the west side of Bachelor Island, the Bachelor Island Sough and the confluences of the Lewis and Lake Rivers, up river on the East Fork of the Lewis River to La Center and upriver on the North Fork of the Lewis River to Woodland, Washington. The Lower Columbia Estuary Partnership provides a GIS-based interactive map for this route as well.

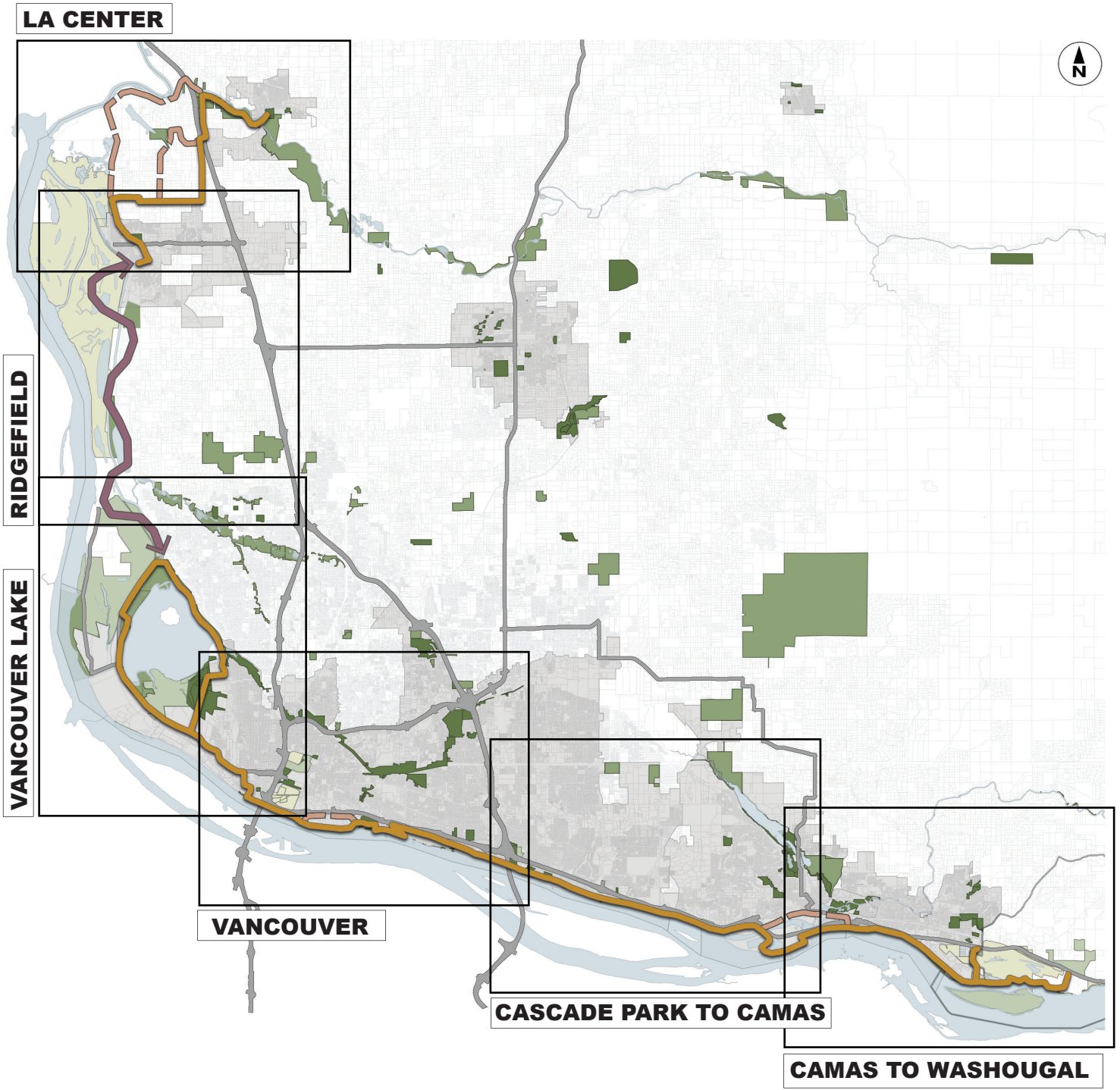
TRAIL ROUTE NOTES AND RECOMMENDATIONS

TYPES OF TRAIL ROUTES OVERVIEW MAPS

Camas to Washougal
Cascade Park to Camas
Vancouver
Vancouver Lake
Ridgefield
La Center

DETAIL MAPS

RIDGEFIELD ALTERNATIVE ROUTES



TYPES OF TRAIL ROUTES

The maps and details found within this conceptual plan were developed over the course of many meetings and workshops. They represent the stakeholders' best thinking and collective agreement on where the trail and community connections should be located. The challenges were many in locating a route that might go through three different wildlife areas/refuges, alongside roads, within road corridors, through cities and out in the rural areas of Clark County.



PREFERRED ROUTE

The preferred route is the where the planning participants agreed that the Lewis and Clark Regional Trail should go. Participants at the planning workshops came to consensus that this was either the most ideal place for the trail to go and/or the most likely for successful implementation.



ALTERNATIVE ROUTES

In some cases, the planning workshops yielded alternative routes. These are routes that might be implemented if there are changes in ownership of lands or allow for short term implementation and a contiguous trail to be open to the public as the preferred route is being planned and built.



COMMUNITY CONNECTIONS

During the planning process, charrette and design workshop attendees were asked to identify paths and roads that should serve as community connections to and from the Lewis and Clark Regional Trail. These community connections can be in the form of multi-use trails, roads with sidewalks or roads with bike and pedestrian lanes. The idea is to show how this regional trail ties into the community's residences, businesses, services, parks and open spaces. Trail planners wanted this trail to be a regional recreation opportunity as well as a local one. Making sure that the trail is well tied into the community ensures that it is usable for as many people as possible. Community connectors are shown on the maps as dark orange dotted lines and represent both existing and proposed connections to the Lewis and Clark Regional Trail.



EXISTING TRAILS

Existing trails were identified by Clark County and planning workshop participants. The existing trails have varying tread surfaces including asphalt, concrete and natural soil. The Lewis and Clark Regional Trail utilizes many of these trails. Where this is the case and these existing trails are not asphalt or cement, the trail should be hardened to allow for bicycle traffic for the entire length of the regional trail. Existing trails should retain their name and signage. As discussed in the signage section (Pages 77-78), Lewis and Clark Regional signs and wayfinding can be added to existing signs as the trail manager sees fit.



VANCOUVER LAKE TO RIDGEFIELD ALTERNATIVES

The section from Vancouver Lake to Ridgefield was problematic and the challenges complex that planning workshop participants could not come to an agreement as to which route is the preferred alignment. Despite extra meetings, the group was unable to find consensus as wildlife resources and management directives were seemingly at odds with the trail and visitation. In this section, all of the likely alternatives are shown with discussion of all of them. More time will need to be spent analyzing these and determining which ones are worth planning and moving forward with. There are many sections where there are agreement and are "lower hanging". These sections should be worked first to allow for time to solve the complexities of this reach of the trail. More information regarding alternative routes can be found in the "*Ridgefield Alternative Routes*" portion of this plan (Pages 55-60).





AN ARTIST RENDERING OF THE LEWIS AND CLARK REGIONAL TRAIL.

OVERVIEW MAP ONE

CAMAS TO WASHOUGAL



LEGEND

- PREFERRED TRAIL ROUTE
- ALTERNATIVE TRAIL ROUTE
- COMMUNITY CONNECTION (Existing and Proposed)
- EXISTING TRAIL
- RAILROAD
- CITY / STATE BOUNDARY

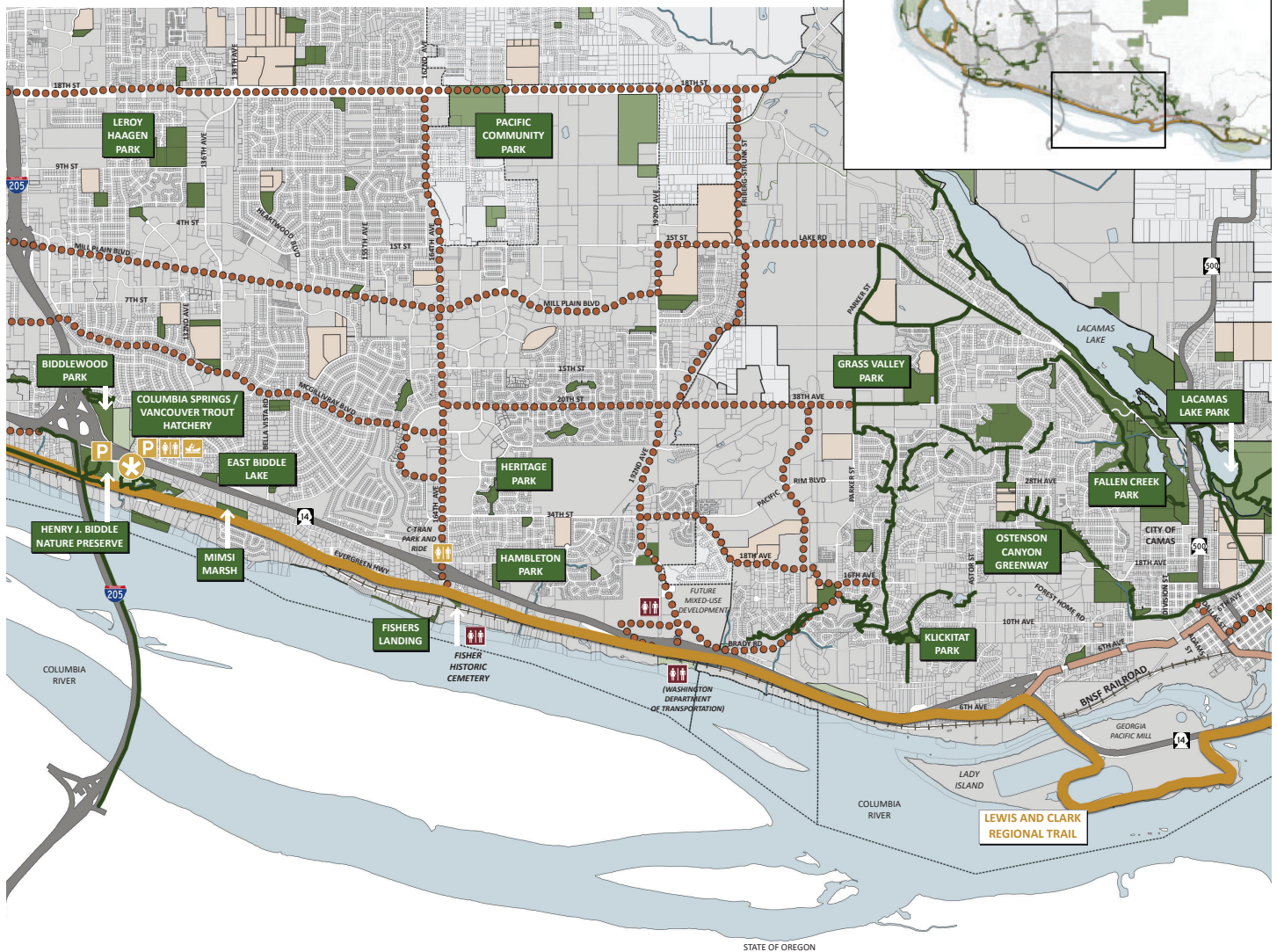
- LAND OWNERSHIP**
- FEDERAL LAND
 - WASHINGTON STATE LAND
 - CLARK COUNTY LAND
 - CITY LAND
 - SCHOOL

- EXISTING**
- TRAILHEAD
 - PARKING
 - RESTROOM
 - WATER ACCESS
- PROPOSED**
- TRAILHEAD
 - PARKING
 - RESTROOM
 - WATER ACCESS

0 MILE .5

OVERVIEW MAP TWO

CASCADE PARK TO CAMAS



LEGEND

- PREFERRED TRAIL ROUTE
- ALTERNATIVE TRAIL ROUTE
- COMMUNITY CONNECTION (Existing and Proposed)
- EXISTING TRAIL
- +++++ RAILROAD
- CITY / STATE BOUNDARY

LAND OWNERSHIP

- | | |
|---|---|
| FEDERAL LAND | CITY LAND |
| WASHINGTON STATE LAND | SCHOOL |
| CLARK COUNTY LAND | |

- | | EXISTING | PROPOSED |
|--------------|---|---|
| TRAILHEAD | | |
| PARKING | | |
| RESTROOM | | |
| WATER ACCESS | | |

0 MILE .5 N

OVERVIEW MAP THREE

VANCOUVER



LEGEND

- PREFERRED TRAIL ROUTE
- - - ALTERNATIVE TRAIL ROUTE
- COMMUNITY CONNECTION (Existing and Proposed)
- EXISTING TRAIL
- + + + + + RAILROAD
- - - - - CITY / STATE BOUNDARY

LAND OWNERSHIP

- FEDERAL LAND
- WASHINGTON STATE LAND
- CLARK COUNTY LAND
- CITY LAND
- SCHOOL

- TRAILHEAD
- PARKING
- RESTROOM
- WATER ACCESS

- | EXISTING | PROPOSED |
|---|--------------------------------------|
| ✱ | ✱ |
| P | P |
| ♂ ♀ | ♂ ♀ |
| 🚰 | 🚰 |

0 MILE .5 N

OVERVIEW MAP FOUR

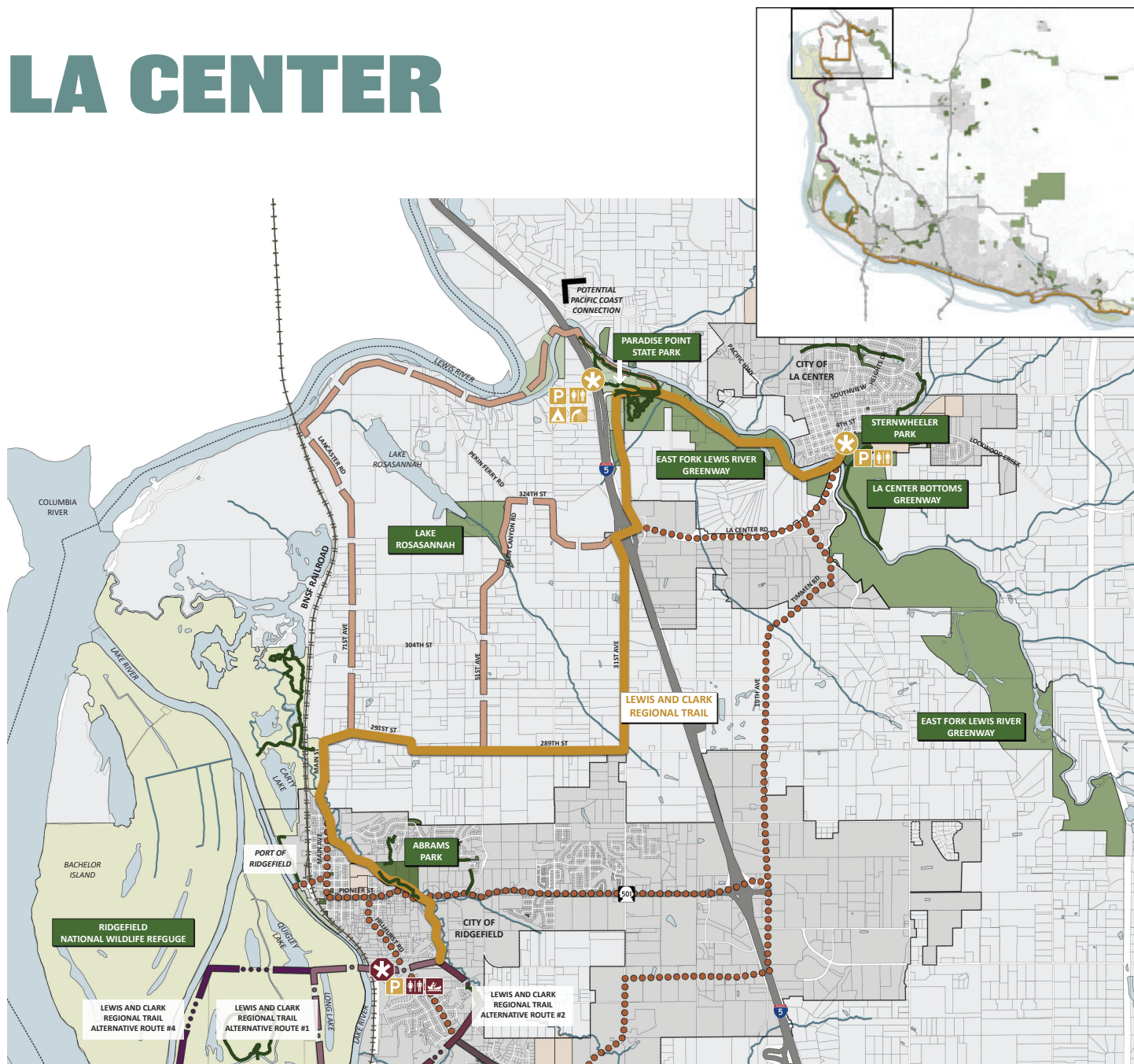
VANCOUVER LAKE



RIDGEFIELD



LA CENTER



LEGEND

- PREFERRED TRAIL ROUTE
- - - ALTERNATIVE TRAIL ROUTE
- • • • • COMMUNITY CONNECTION (Existing and Proposed)
- EXISTING TRAIL
- + + + + + RAILROAD
- - - - - CITY / STATE BOUNDARY

LAND OWNERSHIP

- FEDERAL LAND
- WASHINGTON STATE LAND
- CLARK COUNTY LAND
- CITY LAND
- SCHOOL

- TRAILHEAD
- PARKING
- RESTROOM
- WATER ACCESS

EXISTING

- ✕ CAMPING
- P SHOWERS
- ♂ ♀
- 🚰

PROPOSED

- ✕
- P
- ♂ ♀
- 🚰

0 MILE .5 N

DETAIL ONE

CAMAS TO WASHOUGAL



LEGEND

0 MILE .5



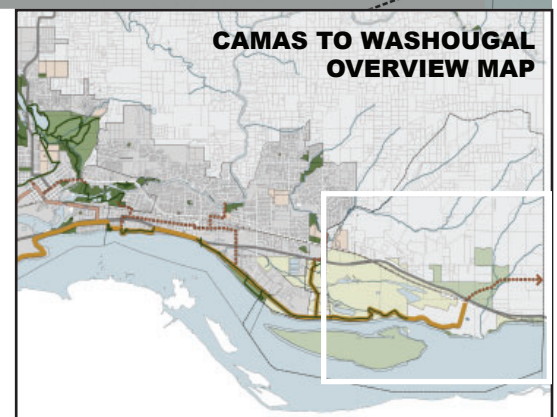
- PREFERRED TRAIL ROUTE
- - - ALTERNATIVE TRAIL ROUTE
- • • • • COMMUNITY CONNECTION (Existing and Proposed)

- EXISTING TRAIL
- + + + + + RAILROAD
- - - - - CITY / STATE BOUNDARY

LAND OWNERSHIP

- | | |
|---|---|
| FEDERAL LAND | CITY LAND |
| WASHINGTON STATE LAND | SCHOOL |
| CLARK COUNTY LAND | |

- | | EXISTING | PROPOSED |
|--------------|---|--|
| TRAILHEAD | ✕ | ✕ |
| PARKING | P | P |
| RESTROOM | ♂ ♀ | ♂ ♀ |
| WATER ACCESS | 🚣 | 🚣 |



DETAIL ONE

TRAIL NOTES AND RECOMMENDATIONS

1 Eastern Terminus and Gorge Towns to Trails Interface

The eastern terminus for the Lewis and Clark Regional Trail is at Highway 14 (also known as the Lewis and Clark Hwy) about one and a half miles west of the boundary between Clark and Skamania County. There is no planned trailhead here because there is a planned parking area/trailhead (#4) on the Steigerwald Lake National Wildlife Refuge (NWR) about three miles west on the proposed trail.

The eastern end of the Lewis and Clark Regional Trail is also the beginning of the proposed Towns to Trails, a vision for a destination trekking network encircling the Columbia Gorge, connecting communities, rural areas, and wilderness trails. Once completed, trail users will be able to go from one trail to the next created an even longer distance trail opportunity.

2 Columbia Gorge National Scenic Area Boundary

The eastern most portion of the Lewis and Clark Regional Trail is located within the Columbia Gorge National Scenic Area (NSA), federally designated by Congress in 1986 as an area of outstanding natural and scenic value that receives a special protection. The Columbia Gorge NSA Management Plan designates the areas that the trail goes through as Public Recreation, Open Space, and Large Scale Agriculture. The recreation intensity classification for the portion of the trail is listed as one, which allows for trail recreation but limits the number of parking spaces to 10 or fewer except at the proposed trailhead (#4). The land where this trailhead is proposed is recreation intensity three which allows for up to 75 parking spaces.

3 Steigerwald Lake National Wildlife Refuge and Floodplain Restoration Project

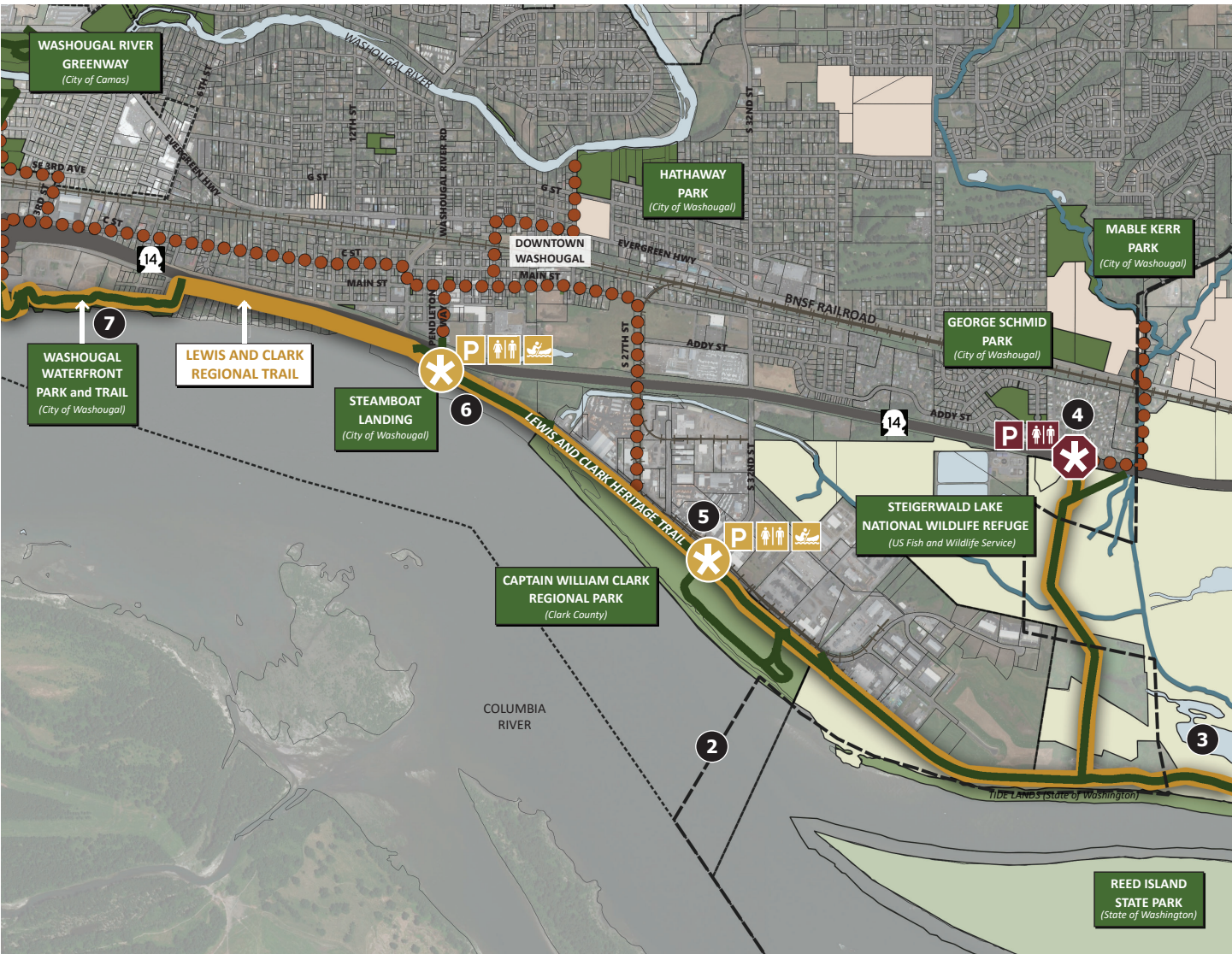
The 1,049-acre Steigerwald Lake National Wildlife Refuge consists of historic riverine flood plain habitat, semi-permanent wetlands, cottonwood-dominated riparian corridors, pastures, and remnant stands of Oregon white oak.

The Refuge lies partly within the Columbia River Gorge National Scenic Area, and has been designated as the location for a “Gateway to the Gorge” visitor center. This facility is currently in the planning stage with a portion of the construction funds already secured. If constructed, this visitor center could also serve as an excellent gateway to the Lewis and Clark Regional Trail. (*Wikipedia* - https://en.wikipedia.org/wiki/Steigerwald_Lake_National_Wildlife_Refuge)

The Refuge has recently completed planning for a floodplain restoration effort. The Steigerwald Floodplain Restoration Project is a collaborative project that will reconfigure the Port of Camas-Washougal’s existing Columbia River levee system to reduce flood risk, reconnect 960 acres of Columbia River floodplain, and increase recreation opportunities at the Steigerwald Lake National Wildlife Refuge. It will raise Hwy 14 to the 500 year floodplain, build new levees to protect valuable public and private lands, and build a new trail system and parking lot (#4) at the Refuge. These existing and new trails will serve as the basis for the Lewis and Clark Regional Trail through the Refuge and ensure that the regional trail is compliant with the Refuge’s management plan.

DETAIL TWO

CAMAS TO WASHOUGAL



DETAIL TWO

TRAIL NOTES AND RECOMMENDATIONS

4 Steigerwald Lake Refuge Trailhead

The Refuge has plans for developing a parking lot and trailhead to the south of Hwy 14 and just west of Gibbons Creek and Steigerwald Lake. This parking area will serve as the trailhead for both the Refuge and for the Lewis and Clark Regional Trail. The Refuge has bathrooms planned for this parking area and **spaces for XX number** of vehicles. There is potential for a community connection trail if a planned underpass is installed when Hwy 14 is raised to the 500 year floodplain level. This would allow for a trail to follow Gibbons Creek towards Maple Kerr Park.

5 Captain William Clark Regional Park Trailhead

Clark County's Captain William Clark Regional Park has existing facilities that will serve as an excellent trailhead for the Lewis and Clark Regional Trail. This park has good water access at Cottonwood Beach and excellent interpretive signs explaining that Meriwether Lewis and William Clark established a camp at Cottonwood Beach while they secured provisions for the return trip through the Columbia River Gorge. They remained at Cottonwood Beach for six days, which is the longest period of time the Corps of Discovery camped at any site in Clark County. In addition to the water access at Cottonwood Beach, the 93-acre park also features multiuse trails, restrooms, historic interpretive elements, picnic shelters and parking lots (over 100 spaces).

6 Steamboat Landing Trailhead

Steamboat Landing Park, City of Washougal, has a rich history that received designation as a Clark County historical site because of early western settlers to the area used this as a landing due to its deepwater dock. Today, there is a fishing pier, restrooms, observation deck, parking, benches, trail and historical information on the old landing. All of these amenities make it a good trailhead and stop on the Lewis and Clark Regional Trail. A community connection trail allows access across Hwy 14 to the Pendleton Mill site and downtown Washougal.

7 Washougal Waterfront Trail, Levee Trail and Lewis and Clark Heritage Trail

Clark County, The Port of Camas-Washougal, City of Washougal and Steigerwald Lake NWR have all worked hard to develop some portion of trail along the Columbia River. These trails serve as the foundation of the Lewis and Clark Regional Trail through this Washougal area. Some sections of these trails are paved while others are crushed compacted gravel. It is recommended that all sections of these trails be paved to keep the continuity of the trail through this reach and to allow for bicycle traffic.



A replica of a traditional Chinook Canoe at Captain William Clark Regional Park. Photo Credit: Renee' LaFountain



Steigerwald Lake National Wildlife Refuge. Photo Credit: Renee' LaFountain

DETAIL THREE

CASCADE PARK TO CAMAS



LEGEND

PREFERRED TRAIL ROUTE

ALTERNATIVE TRAIL ROUTE

COMMUNITY CONNECTION
(Existing and Proposed)

EXISTING TRAIL

RAILROAD

CITY / STATE BOUNDARY

LAND OWNERSHIP

FEDERAL LAND

WASHINGTON STATE LAND

CLARK COUNTY LAND

CITY LAND

SCHOOL

EXISTING

PROPOSED

TRAILHEAD

PARKING

RESTROOM

WATER ACCESS

This overview map, titled "CASCADE PARK TO CAMAS OVERVIEW MAP", provides a broader geographic context for the trail routes. It shows the trail routes in orange and red, connecting Cascade Park to Camas. The map includes the Columbia River, the BNSF Railroad, and the surrounding urban areas. A white box highlights the area covered by the detailed map on the left.

PAGE 37 | TRAIL ROUTE NOTES AND RECOMMENDATIONS : DETAIL MAPS

DETAIL THREE

TRAIL NOTES AND RECOMMENDATIONS

8 Washougal Waterfront Park, Marina Park and Parker's Landing

The Port of Camas-Washougal recently opened the Washougal Waterfront Park and Trail. This waterfront park has parking, bathrooms, interpretive signage, river access, artwork, a compass viewpoint, benches, picnic shelter and more. The Park and Trail's latest addition, a natural play area includes a Sasquatch pulling Erric the Erratic- a large boulder transported by either glacial flooding or glacial movement.

Further to the west, the trail goes through the Port's complex including Marina Park and Parkers Landing. More bathrooms and parking could be made available if needed but the Port would prefer to steer people to the Washougal Waterfront Park to reduce competition for parking spaces at these other sites.

9 Washougal Alternative Trail Route

The preferred route for the Lewis and Clark continues west from the Port of Camas-Washougal's Marina Park paralleling Hwy 14 past the Camas sewage treatment plant and on to Lady Island (see #10). This preferred route will take considerable time to plan and requires a purchase of Lady Island from the Crown-Zellerback Corporation. This alternative route can be developed much sooner and does not require a purchase of land as it is entirely within road right-of-ways. This trail would involve going under Hwy 14 using an existing underpass. The trail would go Union Street to NE 6th Ave and then on to Dallas Street and eventually rejoining the preferred route on SW 6th Ave. This alternative trail is consistent with City of Camas designated bike and pedestrian routes and would involve enhanced striping and signage of existing roadway corridors. If the preferred route on Lady Island is constructed, this alternative route would make an excellent community connector allowing trail users to access the businesses and services of downtown Camas.

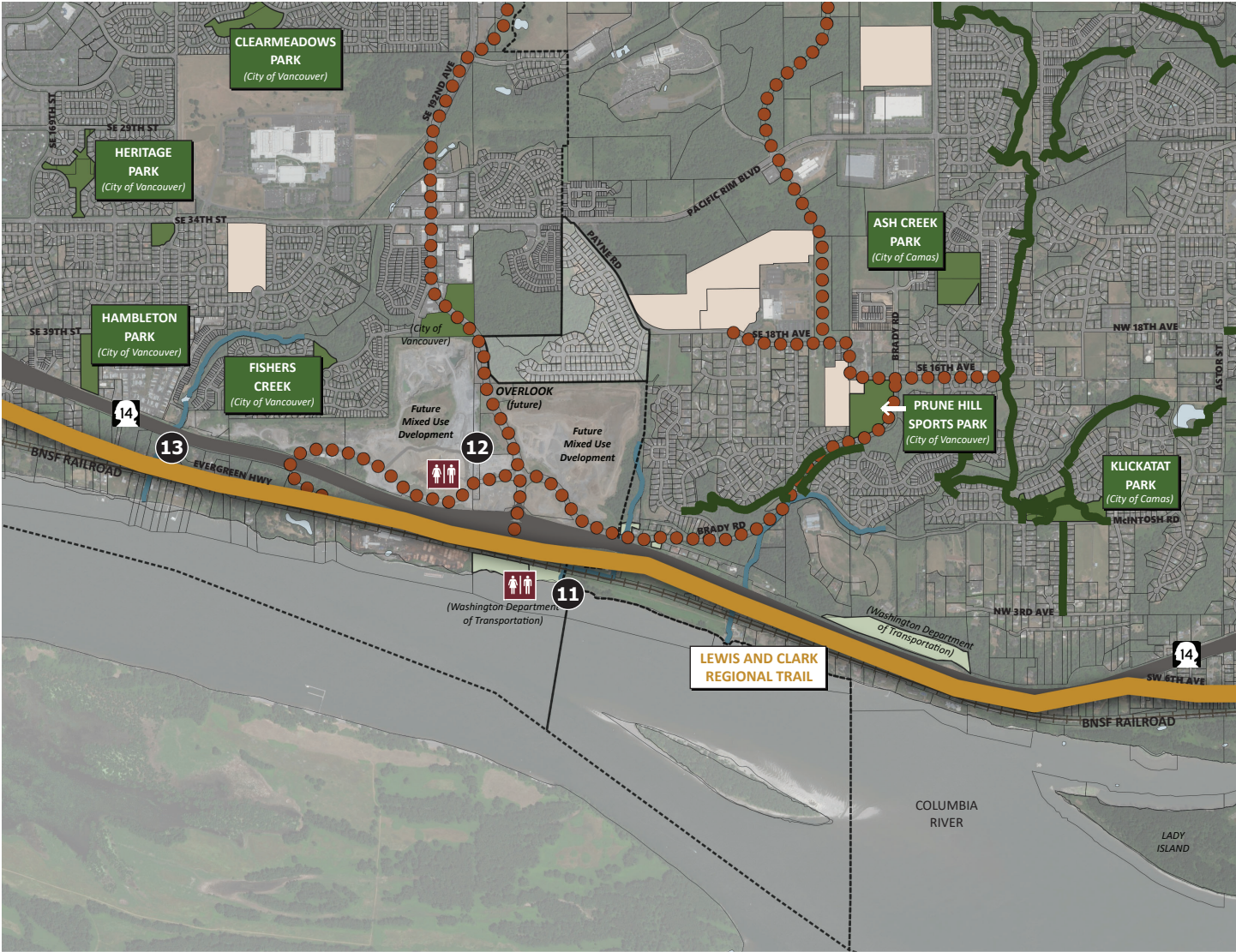
10 Lady Island

The preferred routing of the Lewis and Clark Regional Trail west of the Port of Camas-Washougal is to parallel Hwy 14 and cross the Camas Slough by the mouth of the Washougal River and eventually on to Lady Island. Lady Island offers a scenic route that could stay much closer to the Columbia River's edge. Currently, Lady Island is owned by Crown-Zellerback Corporation and an easement or purchase of the land would need to happen before the trail could be developed here. This trail routing would also require two new bridges over Camas Slough or adding on bike/ped lanes to the existing Hwy 14 bridges. Once the trail crosses back over Camas Slough, it would be routed away from Hwy 14 and on to SW 6th Ave and eventually on to Evergreen Boulevard.



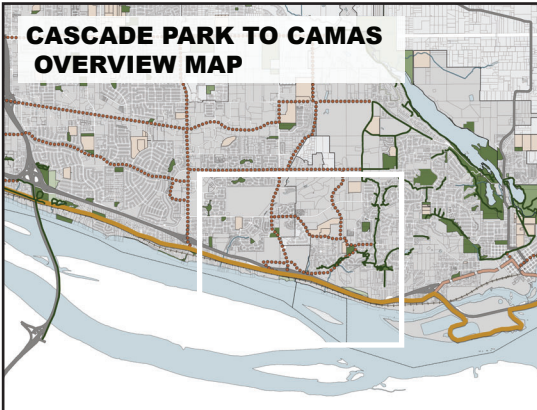
DETAIL FOUR

CASCADE PARK TO CAMAS



LEGEND

<p>LAND OWNERSHIP</p> <p>FEDERAL LAND</p> <p>WASHINGTON STATE LAND</p> <p>CLARK COUNTY LAND</p>		<p>EXISTING</p> <p>TRAILHEAD</p> <p>PARKING</p> <p>RESTROOM</p> <p>WATER ACCESS</p>		<p>PROPOSED</p> <p>TRAILHEAD</p> <p>PARKING</p> <p>RESTROOM</p> <p>WATER ACCESS</p>	
<p>CITY LAND</p> <p>SCHOOL</p>		<p>EXISTING TRAIL</p> <p>RAILROAD</p> <p>CITY / STATE BOUNDARY</p>		<p>0 MILE .5</p> <p>N</p>	
<p>PREFERRED TRAIL ROUTE</p> <p>ALTERNATIVE TRAIL ROUTE</p> <p>COMMUNITY CONNECTION (Existing and Proposed)</p>		<p>TRAILHEAD</p> <p>PARKING</p> <p>RESTROOM</p> <p>WATER ACCESS</p>		<p>EXISTING</p> <p>PROPOSED</p>	



DETAIL FOUR

TRAIL NOTES AND RECOMMENDATIONS

11 Potential Bathroom at Washington Department of Transportation Land

Once west of either Downtown Camas or Lady Island, there is not a place for trail users to utilize bathrooms for over 3 miles. There is a Washington Department of Transportation (WSDOT) parcel along the Columbia River close to where 192 Avenue would cross with Evergreen Highway if it continued past Hwy 14. However, the Burlington Northern Santa Fe railroad (BNSF) would need to be crossed somehow for trail users to access the parcel.

12 Potential Bathroom at Mixed-Use Development on 192nd Ave

Another option for a bathroom could be at the future mixed-use development on 192nd Ave and Hwy 14. This is private land and the potential mixed-use development has not been formally proposed but this site holds good potential for solving the lack of restrooms in this area. Planning officials should work with the developer to see if there is a potential to create a restroom somewhere on this property. Even with approval from the developer, trail users will need to get over Hwy 14. This can be done on the existing 192nd Ave overpass but it will need to be retrofitted to better accommodate bike and pedestrian users or a better option might be the existing underpass (#13) that is a little over half a mile west of the 192nd Ave. On the north side of Hwy 14, there are connector routes leading into the surrounding community.

13 Existing Underpass of HWY 14 with Access to Future Mixed-Use Development and Surrounding Community

This is an existing underpass that would allow trail users to gain access to the mixed-use development, potential restrooms and community connectors (see #12).

Existing Trail at Wintler Park.

Photo Credit: Brianna Truden



The Columbia River As Seen From Wintler Park.

Photo Credit: Brianna Truden



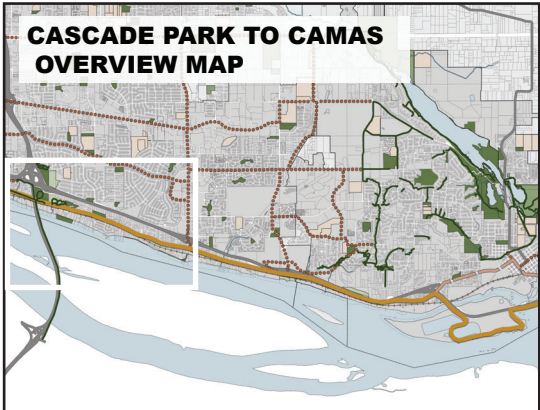
DETAIL FIVE

CASCADE PARK TO CAMAS



LEGEND

<div> <div></div> <div></div> <div></div> </div> <div> <div></div> <div></div> <div></div> </div>		<div> <div></div> <div></div> <div></div> </div> <div> <div></div> <div></div> <div></div> </div>	
<div> <div></div> <div></div> <div></div> </div> <div> <div></div> <div></div> <div></div> </div>		<div> <div></div> <div></div> <div></div> </div> <div> <div></div> <div></div> <div></div> </div>	



DETAIL FIVE

TRAIL NOTES AND RECOMMENDATIONS

14 Fisher's Historic Cemetery and Fisher's Landing

The small community of Fisher (also known as Fisher's Landing, Fisher and Fishers Wharf) and the once thriving docks of Fisher's Landing are located at Columbia River Mile 115, directly across from Government Island. In the late 1800s Fisher's Landing was a steamboat landing. In the early 1900s to the late 1960s it was the Washington end of a ferry which went across to Government Island. The publicly owned land at the end of SE 164th could serve as a good place for trail users to access the river. This riverfront property could also be a good place for interpretive signs detailing the area's history. Although trail users would need to cross the BNSF railroad, there is an existing at grade crossing here.

The historic Fisher's Cemetery (City of Vancouver), located at the intersection of SE 164th Ave and Evergreen Hwy, and is the first known public cemetery in Washington State with graves dating back to the 1800s. The cemetery could serve as a place to install interpretive signage and a restroom for the Lewis and Clark Regional Trail. Planning will be critical to ensure a restroom works with the existing cemetery.

15 Potential expansion of hours at C-Tran Fisher's Landing Transit Center Restroom

Currently, C-Tran Fisher's Landing Transit Center does have an existing restroom facility but the building is only open during Monday thru Friday from 10am-6pm and is closed on holidays and weekends. It is recommended that Clark County and partners work with C-Tran to see if an additional restroom can be placed here or if the hours for the existing restroom be expanded. A restroom will be needed either here or Fisher Cemetery (#14).

16 Evergreen Highway Corridor

For approximately eight miles, The Lewis and Clark Regional Trail will be within the Evergreen Highway road corridor from Camas (SW 6th Ave) to Vancouver (Where it crosses Hwy 14 – near the Vancouver Water Resources Education Center). The width of the road corridor (easement) varies throughout the eight miles. Trail planners will need to adjust the trail accordingly. In some places, the trail will be completely off the road while other sections may be immediately alongside the road or merely be road shoulder striping. For a more in-depth discussion on Evergreen Highway see City of Vancouver's Evergreen Corridor Management Plan (January 2016).

17 Columbia Springs/Vancouver Fish Hatchery and Henry J. Biddle Nature Preserve

Shortly after passing Mimsi Marsh (City of Vancouver), The Lewis and Clark Regional Trail is planned to enter East Biddle Lake, a Clark County Legacy Lands 7.3 acre parcel, and the adjacent Columbia Springs and Vancouver Fish Hatchery (State of Washington). There is existing parking here as well as restroom facilities. There is additional parking at the Henry J. Biddle Nature Preserve (City of Vancouver)

18 Ellsworth and I-205 Connections

Shortly after the trail crosses under Interstate 205, Ellsworth Road provides a community connector via the existing overpass to the other side of Hwy 14. In addition, a turn off of Ellsworth Road onto SE 23rd Street provides a connection to the I-205 trail which provides access to the entire trail system in the Portland Metro area.

DETAIL SIX

VANCOUVER



LEGEND

<p>LAND OWNERSHIP</p> <p>FEDERAL LAND</p> <p>WASHINGTON STATE LAND</p> <p>CLARK COUNTY LAND</p> <p>CITY LAND</p> <p>SCHOOL</p>		<p>EXISTING</p> <p>TRAILHEAD</p> <p>PARKING</p> <p>RESTROOM</p> <p>WATER ACCESS</p>		<p>PROPOSED</p> <p>TRAILHEAD</p> <p>PARKING</p> <p>RESTROOM</p> <p>WATER ACCESS</p>	
<p>0 MILE .5</p>		<p>EXISTING TRAIL</p> <p>RAILROAD</p> <p>CITY / STATE BOUNDARY</p>		<p>0 MILE .5</p>	
<p>PREFERRED TRAIL ROUTE</p> <p>ALTERNATIVE TRAIL ROUTE</p> <p>COMMUNITY CONNECTION (Existing and Proposed)</p>		<p>EXISTING TRAIL</p> <p>RAILROAD</p> <p>CITY / STATE BOUNDARY</p>		<p>0 MILE .5</p>	



DETAIL SIX

TRAIL NOTES AND RECOMMENDATIONS

19 Jane Weber Arboretum, Stanger House and Lieser Point

The Jane Weber Evergreen Arboretum is located near the intersection of SE Image Road and Evergreen Hwy. The Arboretum is home to a verdant grounds and the Stanger House, a national historic register site. Constructed in 1867 on the banks of the Columbia River, the John Stanger House is a rare example of Pioneer Plank construction. The house is historically significant for its close association with the earliest period of settlement in Clark County. Nearby, the City of Vancouver owns some waterfront parcels including Lieser Point (difficulties with road ownership exist to this undeveloped parcel) and waterfront access could be developed in the future.

20 Lieser Community Connection

The overpass of Hwy 14 on Lieser Road provides a key gateway to Vancouver Heights and other nearby communities. The bike lane that is north of St Helens Ave should be continued all the way south to Evergreen Hwy to ensure that this is a safe community connector.

21 End of Evergreen Highway and Shorewood Drive

Evergreen Hwy dead ends just past State Street. From this point, The Lewis and Clark Regional Trail can either be routed within the Hwy 14 corridor to Shorewood Drive and then turn sharply to the east on SE Beach Drive to Wintler Community Park (City of Vancouver) or the trail could veer off of Evergreen Hwy prior and drop down SE Chelsea Drive to SE Topper Drive and then utilize the existing trail to travel through Lieser Community Park. Both routes require the use of existing at grade crossings of the railroad on existing streets.

Shorewood Drive and the overpass of Hwy 14 represent a community connection to the communities of Evergreen Heights, Dubois Park, Edgewood Park, Harney Heights and Central Park. Shorewood and Chelsea Drive would need some improvements to make it a more bike/pedestrian friendly community connector.

22 Wintler Community Park

Situated along the banks of the Columbia River, this 12.5 acre beach park has great views of Mt. Hood on a clear day. The 5-mile Columbia River Renaissance Trail terminates here. Wintler Community Park has parking, trails, benches, beach access, and a restroom (open April –October). Because of its amenities, location on the Columbia River and the eastern terminus of the existing Columbia River Renaissance Trail, this park is recommended to be a trailhead for the Lewis and Clark Regional Trail.

23 Water Education Resources Center and Marine Park

Vancouver's Water Resources Education Center and nearby Marine Park Water Reclamation Facility opened in 1996. It provided a key segment of the Columbia River Waterfront Renaissance Trail project. The mission of the resources center is to teach people of all ages how to better care for and make wise decisions about water. The Water Resources Education Center facility is a two-story brick building with an expansive deck overlooking the Columbia River and nearly 50 acres of wetlands. The Water Center contains exhibits, a community hall with kitchen and classrooms. It has a natural wildlife garden, providing our visitors with examples of earth-friendly landscaping practices that can be replicated and enjoyed in their own backyards. The Center's wetland waterfront has a 3,000 square foot viewing platform offering visitors an opportunity to view one of the few remaining natural Columbia River riparian areas in the Vancouver-Portland Metro region. These vital wetlands are under the stewardship of the Water Center. The site has restrooms, parking, trail access, and riverfront access.

The Lewis and Clark Regional Trail will go along the Columbia River Waterfront Renaissance Trail through the entire grounds and Vancouver's Marine Park. This park is a 58.3-acre community park that connects to Esther Short and Wintler parks by the Columbia River Renaissance Trail. Vancouver's only public boat launch, Henry J Kaiser Shipyard Memorial, is located at this park. At the Kaiser Memorial Shipyard is a viewing tower. There are also bathrooms and two different parking areas here.

DETAIL SEVEN

VANCOUVER



LEGEND

-
-

LAND OWNERSHIP

-
-

-
- This overview map shows the entire city of Vancouver, with a red box indicating the location of Detail Seven in the downtown area. The map includes major roads, parks, and the Columbia River.
- PAGE 45 | TRAIL ROUTE NOTES AND RECOMMENDATIONS : DETAIL MAPS

DETAIL SEVEN

TRAIL NOTES AND RECOMMENDATIONS

24 Industrial Park Waterfront – Preferred Route

The waterfront of the industrial park immediately west of Marine Park and south of Columbia Way is the preferred route for the Lewis and Clark Regional Trail. It allows for a more contiguous waterfront experience and prevents the need for going alongside Columbia Way. Vancouver staff will need to work with the landowners to obtain easements or purchases in order to make this preferred route a reality.

25 Alternate Routing Around Industrial Park

The current alignment of the Columbia River Waterfront Renaissance Trail goes west from the Water Resources Center and Marine Park along Columbia Way. In the park it is a multi-use trail but switches to bike lanes and sidewalks along Columbia Way and then heads south on SE Columbia Shores Boulevard to the waterfront where it becomes multi-use trail again. This route should be utilized as the Lewis and Clark Regional Trail until the (#24) Industrial park waterfront preferred route can be developed.

26 SE Columbia Shores Boulevard, Discovery Loop Trail and Community Connections

SE Columbia Shores Boulevard has an existing underpass of Hwy 14 which crosses the BNSF railroad and becomes Columbia House Boulevard. Up to this point, there is an existing sidewalk which transitions to a multi-use trail underneath Hwy 14. The multi-use trail is part of the Discovery Loop Trail (also known as the Discovery Historic Loop Trail) which takes people to Pearson Airfield Museum, Fort Vancouver National Historic Site, Providence Academy and Esther Short Park. The Discovery Loop Trail is 2.3 miles. On the north side of Columbia House Boulevard is a path connecting the Discovery Loop Trail and Grand Central Shopping Center. These community connections serve to access Edgewood Park, Harney Heights and Central Park neighborhoods.

Observation Tower at Marine Park.

Photo Credit: E. Paul Peloquin



Existing Trail at Marine Park.

Photo Credit: Brianna Truden



DETAIL SEVEN

TRAIL NOTES AND RECOMMENDATIONS

27 Columbia River Waterfront Renaissance Trail

West of Columbia Shores Boulevard, the Columbia River Waterfront Renaissance Trail is a concrete multi-use trail and receives high visitation. This section of multi-use trail has artwork, beach access and riverfront eateries. The parking is located just east of Interstate 5.

28 Vancouver Land Bridge, Old Apple Tree Park, and Fort Vancouver National Historic Site

On the north side of Columbia Boulevard and across from the parking is Old Apple Tree Park. Vancouver's Old Apple Tree was planted in 1826 on Fort Vancouver land and is thought to be the oldest apple tree in the Northwest. It is also considered the matriarch of Washington State's apple industry. Old Apple Tree Park is also the start of the Vancouver Land Bridge and path to Fort Vancouver and Pearson Airfield. Vancouver Land Bridge, part of the Confluence Project, connects Fort Vancouver National Historic Site and the Columbia River waterfront. The Land Bridge has artwork and an ethnobotanical walkway. It is also part of the Discovery Loop Trail.

Fort Vancouver National Historic Site (NHS) is primarily located on the north side of the Vancouver Land Bridge and Hwy 14 (though the NHS also has lands along the riverfront – see #27). One of the first permanent settlements west of the Rockies, Fort Vancouver is a 191-acre area situated on the north bank of the Columbia River and is home to three sites with their own stories: a frontier fur trading post at the Hudson's Bay Company's Fort Vancouver, a military legacy at the US Army's Vancouver Barracks, and a museum of military flight at the Pearson Field.



Columbia River Renaissance Trail.
Photo Credit: E. Paul Peloquin



Fort Vancouver National Historic Site.
Photo Credit: Brianna Truden



Fort Vancouver National Historic Site Land Bridge.
Photo Credit: Dan Miller

DETAIL SEVEN

TRAIL NOTES AND RECOMMENDATIONS



29 Port of Vancouver's Waterfront Project (Terminal 1)

On the west side of I-5, the Lewis and Clark Regional Trail will continue along the waterfront through the Port of Vancouver's Terminal 1 project. Terminal 1 is a planned mixed-use development. The Port has already developed the waterfront trail and begun constructing other portions of the project. Terminal 1 envisions having a hotel, office spaces, mixed-use buildings and a marketplace. Terminal 1 will give the Lewis and Clark Regional Trail a unique urban experience along the waterfront.

30 Downtown Vancouver Preferred Routing

The Lewis and Clark Regional Trail will stay along the waterfront until the Grant Street Pier, where it will head north on Grant Street utilizing the existing bike lane and sidewalk. It will travel under the BNSF railroad on the existing underpass and then turn west onto Jefferson St. A spur route on 11th Street will connect trail users to the Vancouver railway station. This portion of 11th Street should be considered for bike and pedestrian upgrades to enhance safety for users. At the end of Jefferson, the trail will turn onto Kauffman Avenue and west on Highway 501/Mill Plain Boulevard.

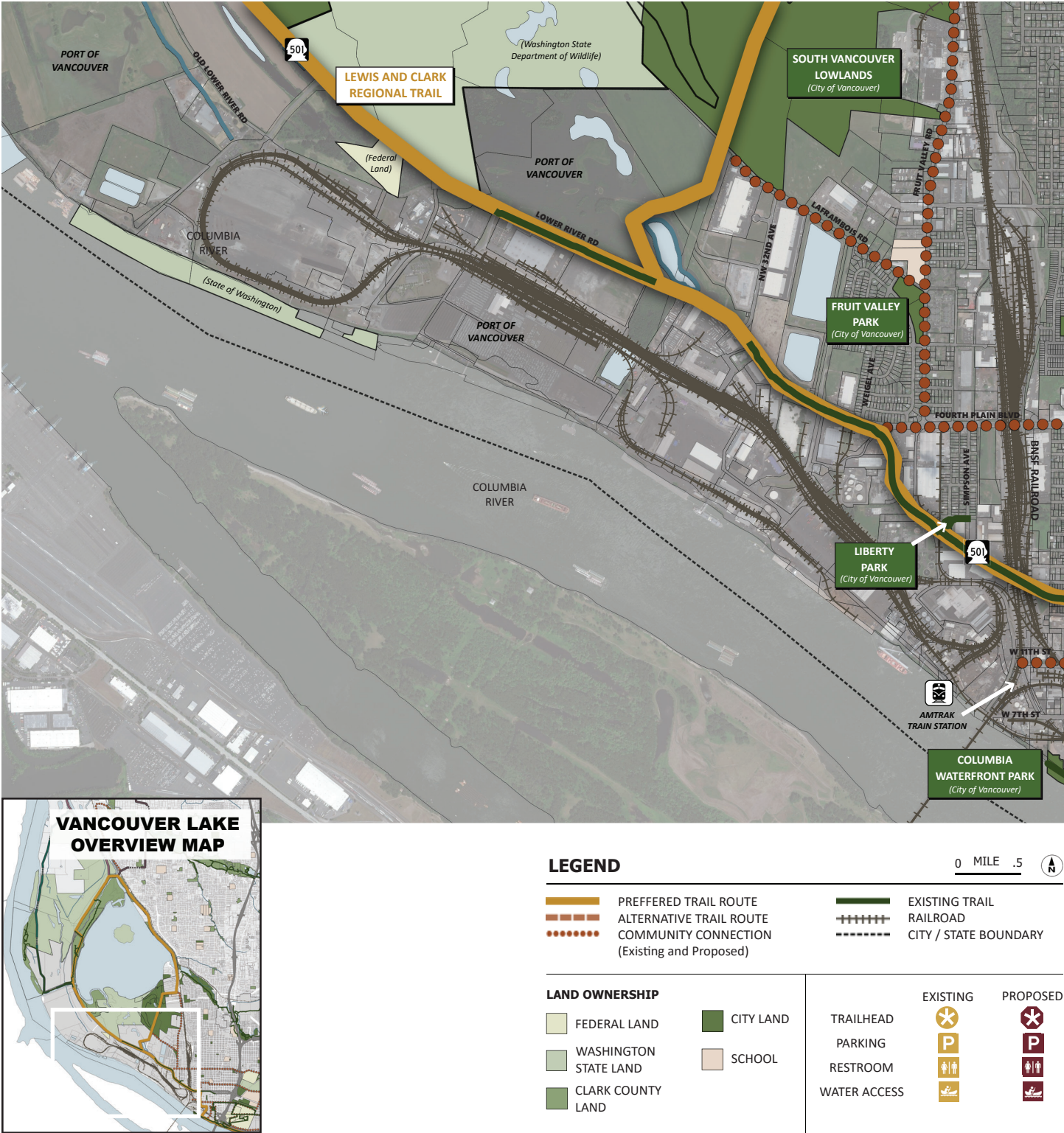
31 Mill Plain Boulevard

Mill Plain Boulevard's bike and pedestrian trail will serve as the preferred route for the Lewis and Clark Regional Trail. The preferred route will head west on Mill Plain Boulevard/Highway 501 until it merges with Fourth Plain Boulevard. The trail will continue on the existing Fourth Plain Boulevard multi-use trail as it heads through the Port of Vancouver property.



DETAIL EIGHT

VANCOUVER LAKE



DETAIL EIGHT

TRAIL NOTES AND RECOMMENDATIONS

32 Eastern-side Vancouver Lake Loop Trail

The Lewis and Clark Regional Trail will split to form a loop around Vancouver Lake. The eastern side of the Vancouver Lake Loop Trail will veer off of Fourth Plain Boulevard where it turns into NW Lower River Road and to the west of the intersection of Lower River Road and NW 32nd Avenue. It will start by going through Port of Vancouver properties. There are some small ponds that the trail will need to be designed around.

33 Lower River Road

The preferred trail route will utilize the existing sections of multi-use trail along Lower River Road. New sections of multi-use trail will need to be constructed to make the route contiguous to the Isthmus of Vancouver (Vancouver Lake flushing channel).

The Columbia River, and passing ship, as seen from Frenchman's Bar Regional Park. Photo Credit: Michael Shumaker

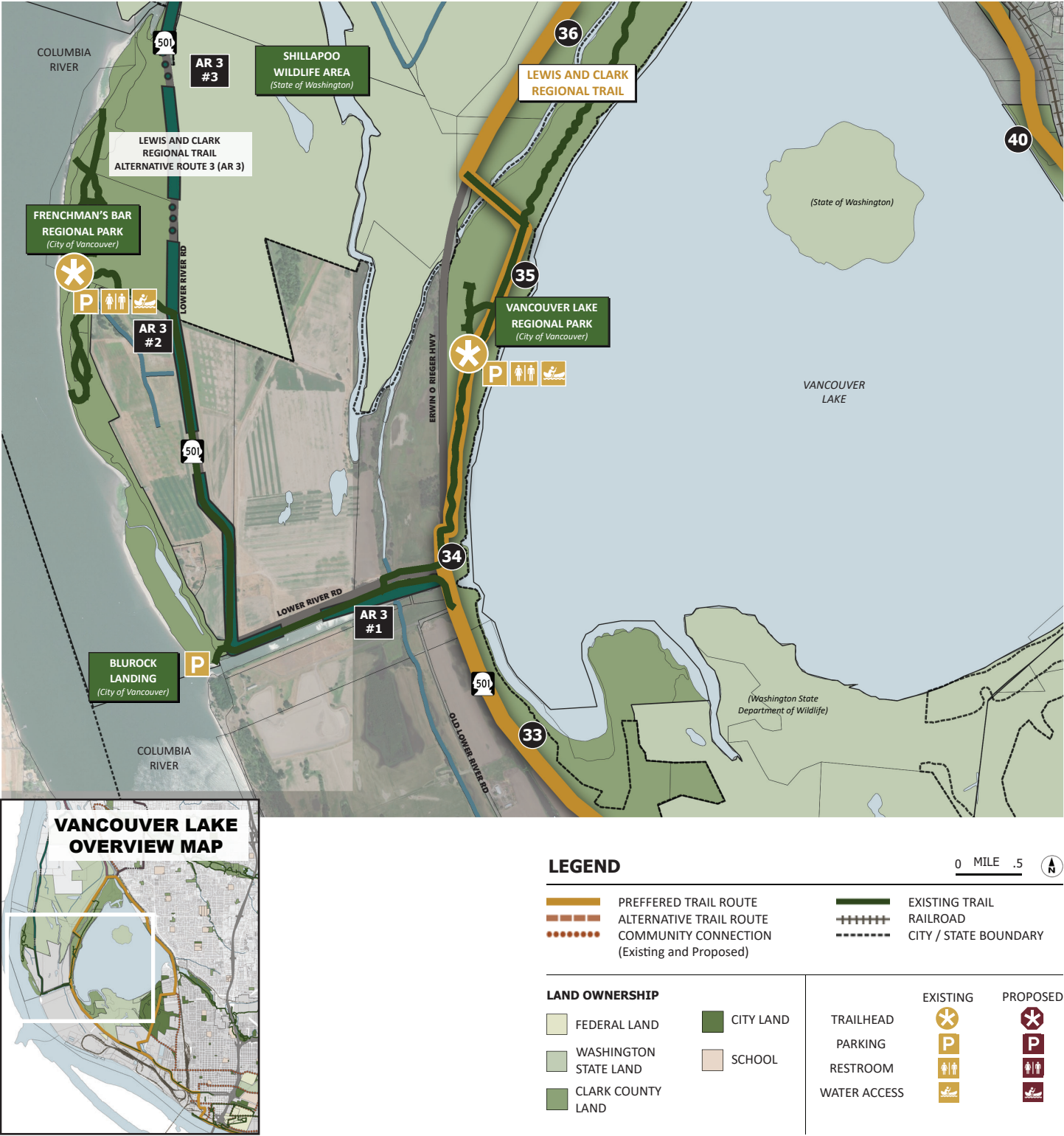


A viewpoint of the Columbia River at Blurock Landing. Photo Credit: E. Paul Peloquin



DETAIL NINE

VANCOUVER LAKE



DETAIL NINE

TRAIL NOTES AND RECOMMENDATIONS

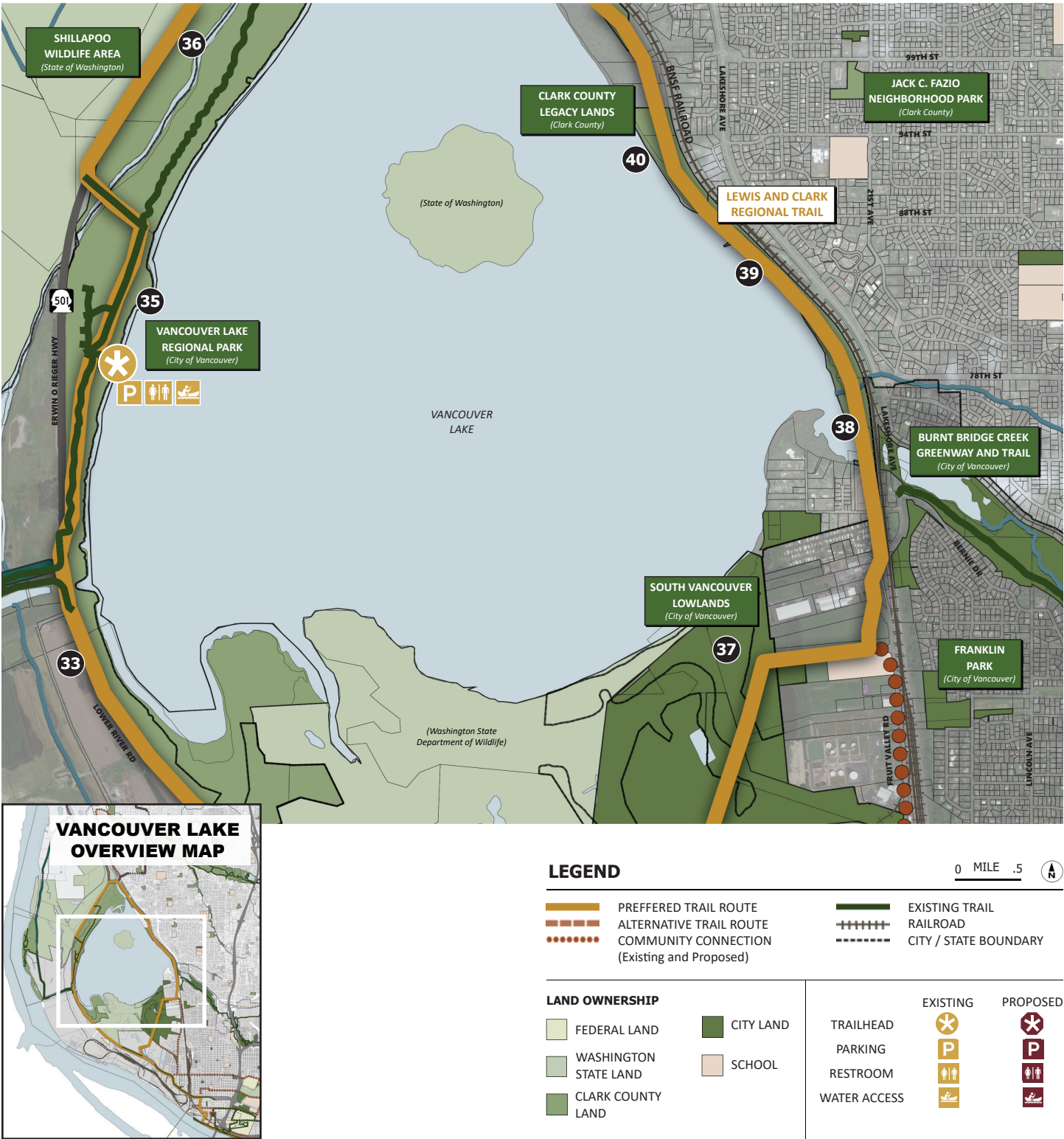
- 34 Multi-use trail connecting Vancouver Lake Regional Park and Frenchman's Bar**
There is an existing 12 foot wide multi-use trail that connects Frenchman's Bar and Vancouver Lake Regional Park that the Lewis and Clark Regional Trail will utilize for the western portion of the Vancouver Lake Loop Trail. The Lewis and Clark Regional Trail will connect to this existing multi-use trail at the intersection of Lower River Road and Erwin O Reiger Memorial Highway. As the trail crosses Erwin O Reiger Memorial Highway it passes the Vancouver Lake Rowing Club, a non-profit youth, collegiate and masters rowing club as it heads north to the developed portion of Vancouver Lake Regional Park.
- 35 Vancouver Lake Regional Park**
The existing multi-use trail heads north along Vancouver Lake through Vancouver Lake Regional Park. This 190-acre regional park stretches for 2.5 miles along the west shore of Vancouver Lake. With 35 developed acres, visitors can enjoy picnicking, windsurfing and sand volleyball. Vancouver Lake is popular for beginning windsurfing, kayaking and canoeing and hosts many rowing competitions during the year. The park also serves as a haven for wildlife and migratory waterfowl. Visitors to the park can also enjoy views of Mount Hood, Mount St. Helens and Mount Adams on clear days. The park has ample parking, restrooms, picnic tables, bbq pits, water fountains and other amenities trail users are likely to want and make this place ideal for a trailhead.
- 36 Erwin O Rieger Memorial Highway**
The Lewis and Clark Regional Trail will stay on the existing multi-use trail through Lake Vancouver Regional Park until it ends at Erwin O Reiger Memorial Highway. The trail will then go on or alongside the existing Erwin O Reiger Memorial Hwy. The County, State and partners are determining whether this portion of road will be closed to traffic (except for farm and administrative use) or not. After approximately one mile, the road ends and the trail will be constructed within the existing highway easement. Wherever the portion of automobile traffic is closed, a parking lot and restrooms could be developed depending upon the need and which alternative route north to Ridgefield is developed.
-

ALTERNATIVE ROUTES

- AR3 #1 Existing Multi-Use trail and Blurock Landing (AR3 #1)**
This alternative would begin on the existing multi-use trail at the intersection of Erwin O Reiger Memorial Highway and NW Lower River Road. The existing path heads west to Blurock Landing (Clark County), where there is water access and a parking lot. The existing trail parallels Lower River Road as it heads north to Frenchman's Bar.
- AR3 #2 Frenchman's Bar (AR3 #2)**
Approximately 1 mile north of Blurock Landing, the multi-use trail heads west off of the Lower River Road and ends at Frenchman's Bar. Alternative 3 will continue along the Lower River Road corridor and continue to head north. A quarter mile detour west on the existing multi-use trail will take visitors to Frenchman's Bar. Clark County maintains 220 parking spaces, drinking fountains, 5 restrooms, bbq grills, over 30 picnic tables, river access and many other amenities at this regional park making it an ideal trailhead for the Lewis and Clark Regional Trail.
- AR3 #3 NW Lower River Road (AR3 #3)**
North of Frenchman's Bar, Alternative 3 would be routed on Clark County land and within the existing road easement until the gate at the end of the public portion of Lower River Road.

DETAIL TEN

VANCOUVER LAKE



DETAIL TEN

TRAIL NOTES AND RECOMMENDATIONS

37 City of Vancouver lands

After crossing La Frambois Road, the trail will go through City of Vancouver property and work its way over to NW 61st Street and then head north on NW Whitney Road or Fruit Valley Road. The trail will need to be located within the road corridor here.

38 Crossing Burnt Bridge Creek

Burnt Bridge Creek is a pinch point and challenge for trail routing. If the trail is routed on NW Whitney Road, private landowners and Burlington Northern Santa Fe (BNSF) railroad will need to be consulted and agreements will need to be secured in order to cross Burnt Bridge Creek. If the trail heads north of NW Fruit Valley Road/NW Lakeshore Avenue, the trail could stay in the road corridor to cross Burnt Bridge Creek. Just prior to crossing the creek, the Burnt Bridge Creek Greenway will connect into the Lewis and Clark Regional Trail here.

39 Shoreline of Vancouver Lake

Once across Burnt Bridge Creek, the Lewis and Clark Regional Trail will need to be on the lakeside of the BNSF railway. A bridge, at-grade crossing or underpass will need to be constructed if the route utilizes NW Lakeshore Avenue/Fruit Valley Road. The eastern shoreline of Vancouver Lake is owned by Clark County through the Legacy Lands program and the trail can head north on these county lands.

40 Legacy Lands and Private Lands

At the north end of Vancouver Lake, there is some private ownership including Port of Vancouver Lake but there is a way for the trail to navigate through and around the private lands via Clark County Legacy Lands and be routed all the way to the planned Felida Trailhead (#42).

Burnt Bridge Creek Greenway.

Photo Credit: E. Paul Peloquin



Mount Hood as Seen From Vancouver Lake Regional Park.

Photo Credit: Michael Schumaker



RIDGEFIELD

ALTERNATIVE ROUTES

ALTERNATIVES FOR VANCOUVER LAKE TO RIDGEFIELD SECTION

The planning workshops in Ridgefield did not yield a preferred alternative between Vancouver Lake and Ridgefield. Participants could not agree on a route that should be proposed as the best alternative. The disagreement focused around potential trail impacts (visitation) to sensitive wildlife species and management directives. Neither Shillapoo Wildlife Area nor Ridgefield National Wildlife Refuge wanted/could allow the trail on their lands due to current management plans and guidance. Staff from these agencies preferred alternatives that went strictly on roads on the eastside of Lake River and avoided their land bases all together. Trail supporters wanted to see the trail routed for aesthetics and safety reasons. In general, they preferred alternatives that were routed along Lake River and/or the Columbia River. Because, Clark County and partners could not obtain agreement on a preferred alternative, all of the viable alternatives are listed with some discussion below.

ALTERNATIVE ROUTE ONE (AR 1)



ALTERNATIVE ROUTE TWO (AR 2)



ALTERNATIVE ROUTE THREE (AR 3)



ALTERNATIVE ROUTE FOUR (AR 4)



ALTERNATIVE ROUTE FIVE (AR 5)



LEGEND

0 MILE .5



- PREFERRED TRAIL ROUTE
- ALTERNATIVE TRAIL ROUTE
- COMMUNITY CONNECTION (Existing and Proposed)

- EXISTING TRAIL
- RAILROAD
- CITY / STATE BOUNDARY

LAND OWNERSHIP

- FEDERAL LAND
- CITY LAND
- WASHINGTON STATE LAND
- SCHOOL
- CLARK COUNTY LAND

- | | EXISTING | PROPOSED |
|--------------|----------|----------|
| TRAILHEAD | | |
| PARKING | | |
| RESTROOM | | |
| WATER ACCESS | | |



ALTERNATIVE ONE (AR 1)

ERWIN O RIEGER EASEMENT



The unbuilt portion of Erwin O Reiger Highway parallels the west bank of Lake River almost all the way to the City of Ridgefield. The existing road easement goes through Shillapoo Wildlife Area, then some private landowners and eventually into Ridgefield National Wildlife Refuge. The easement is intact and contiguous until just north of Campbell Lake. The road easement here has reverted to USFWS before it hits the South Refuge Road (driving loop). The problem with this alternative is that the current Ridgefield Wildlife Refuge Management Plan does not allow for pedestrian or bicycle use on the lands in this portion (unit) of the Refuge. Nor does the management plan allow for pedestrian or bicycle use on or along the driving loop. Although the gap between the driving loop and end of the highway easement is only approximately 500 feet, the management plan would need to be changed prior to being able to implement this alternative.

There were also concerns that this alternative would go past some areas that state and federal wildlife managers did not want visitation to. There were concerns about what a trail and visitation might do to the existing rookeries near the highway easement, questions about how this trail might impact white-tailed deer, and how the trail might impact/co-exist with bird hunting in and along Shillapoo Wildlife Area and Ridgefield National Wildlife Refuge.

Trail advocates believe this trail is by far the cheapest and easiest alternative to implement as it would not require bridges, floating boardwalks, and except for the above mentioned gap in the 501 easement (Erwin O Reiger Memorial Highway), would be entirely in road right-of-way. Trail advocates also believed that this route had high aesthetic and recreational appeal.

A variant of this alternative could see the Lewis and Clark Regional Trail have a spur go up the 501 easement and dead end at the first break in the undeveloped easement and the main trail could turn off of the road corridor as Alternative #2 or Alternative #5. This would create an out-and-back spur trail allowing for legal access through Shillapoo Wildlife Area and Ridgefield National Wildlife Refuge.

AR1 #1 – Highway 501 Easement Through Private Lands

North of Vancouver Lake, The Erwin O Reiger Memorial Highway easement travels through Shillapoo Wildlife Area and then through some privately owned farmland. Before it enters Ridgefield National Wildlife Refuge (NWR) near the southern end of Post Office Lake. If this alternative were to be selected, these private landowners should be consulted with to ensure the trail does not impact the landowner's ability to farm and enjoy their lands. Further north, the easement goes along some more private land at Campbell Lake.

AR1 #2 – Gap In Road Easement

North of Campbell Lake and the last section of private land, the road easement has a gap within the Ridgefield NWR. This section is within the Roth and River S Units of the NWR. Neither allow for pedestrian or bicycle traffic in the NWR management plan. This alternative would see a trail constructed on old natural surfaced roads for approximately 500 feet until the existing auto tour loop.

AR1 #3 – Auto Tour Loop

This alternative could expand the shoulder of the auto tour loop to create the multi-use path to the USFWS bridge over Lake River. Utilizing this bridge would save the trail well over a million dollars.

AR1 #4 – At Grade Railroad Crossing and Trailhead

The USFWS access road (auto tour loop) has an existing at grade railroad crossing with gate and flashing lights that this alternative (and other alternatives) can take advantage of. Once on the east side of the BNSF rail corridor, the USFWS has plans to develop a parking area that could serve as a trailhead for the Lewis and Clark Regional Trail and a put-in for the Lewis River – Vancouver Lake Water Trail.

AR1 #5 – Connection to Gee Creek

This alternative climbs away from Lake River to Hillhurst Road. From here, this alternative will explore a connection to the planned and existing sections of Gee Creek. Adjacent landowners will need to be consulted and easements may need to be secured. A few hundred feet on Hillhurst, SW 8th Way may be a likely candidate to tie into Gee Creek Trail. If access to Gee Creek is not viable, Hillhurst Road to S 9th Ave will connect this alternative to downtown Ridgefield.

ALTERNATIVE TWO (AR 2)

O REIGER EASEMENT TO FLUME CREEK



Alternative #2 would follow the Erwin O Reiger Memorial Highway easement until Green Lake where it would spur off of the undeveloped road easement and then cross over Lake River to Clark County lands. From here, it would travel north along the east bank of Lake River until this route reaches Flume Creek. From Flume Creek, this alternative would attempt to connect to upper Gee Creek Trail and on to Ridgefield. A variant of this alternative would be to stay along the Lake River bank after Gee Creek and connect to the planned USFWS parking and river access (AR1#4).

AR2 #1 – Bridge to Green Lake

At the boundary of Ridgefield NWR, this alternative would cut east and span Lake River to land on Clark County lands at Green Lake. Because the boundary of Ridgefield NWR is bordered by private lands, an agreement with the private landowner or the ability to place the trail at the southern end of the NWR will be needed in order to get to the banks of Lake River.

AR2 #2 – Green Lake

The lands around Green Lake are Clark County owned. This alternative would see the trail head north along the west side of Green Lake. The trail will need to be routed carefully because there are wet areas here and the trail may need to be elevated with a boardwalk. A variant of this alternative would take the trail routing on surface roads from here to Ridgefield.

AR2 #3 – Eastside of Lake River

This alternative will head north along the east bank of the Lake River. Land Ownership is private here and mostly within the BurlingtonNorthern Santa Fe (BNSF) rail corridor. This alternative would need to get an agreement from BNSF to place the trail as close to the edge of Lake River as is possible. There are a few pinch points where the railroad gets close to the bank of Lake River and in these spots, the trail will need to be cantilevered over the water or becoming a floating trail like the Eastbank Esplanade in nearby Portland.

AR2 #4 – Flume Creek

At Clark County's Flume Creek lands, Alternative 2 will head inland and towards Hillhurst Road and Gee Creek. Agreements with landowners and developers will need to be acquired before being able to route the trail to Hillhurst Road. If agreements cannot be obtained, the trail could continue along the east bank of Lake River to planned USFWS parking area at AR1#4.

AR2 #5 – Gee Creek

Once the trail hits S Hillhurst Road near the intersection with S Sevier Road, it will need to connect to the Gee Creek Trail. The two most likely routes would be through undeveloped lands to the east of S 19th Way or on S 22nd Circle to S 26th Avenue.

ALTERNATIVE THREE (AR 3)

WESTSIDE OF SHILLAPOO WILDLIFE AREA



Alternative #3 would branch off Vancouver Lake at the intersection of Erwin O Reiger Memorial Highway and NW Lower River Road. The route would head west on the existing multi-use trail to Blurock Landing and then turn north and remain on the existing trail to Frenchman's Bar. At Frenchman's Bar, this alternative would continue within the NW River Road easement and head north past Langsdorf Landing to the gate/end of NW Lower River Road. Here this alternative would head east along the Shillapoo Wildlife Area's boundary to connect over to the existing but undeveloped Erwin O Reiger Memorial Highway easement and continue north as listed in Alternatives 1 & 2. This alternative was originally suggested by Shillapoo Wildlife Area staff who believed that this route would impact the resources of the wildlife area less than Alternative 1 & 2. The alignment of this alternative would need to go close to the boundary of the wildlife area to avoid going on to private lands unless agreements can be acquired.

AR3 #1 – Existing Multi-Use trail and Blurock Landing

This alternative would begin on the existing multi-use trail at the intersection of Erwin O Reiger Memorial Highway and NW Lower River Road. The existing path heads west to Blurock Landing (Clark County), where there is water access and a parking lot. The existing trail parallels Lower River Road as it heads north to Frenchman's Bar.

AR3 #2 – Frenchman's Bar

Approximately 1 mile north of Blurock Landing, the multi-use trail heads west off of the Lower River Road and ends at Frenchman's Bar. Alternative 3 will continue along the Lower River Road corridor and continue to head north. A quarter mile detour west on the existing multi-use trail will take visitors to Frenchman's Bar. Clark County maintains 220 parking spaces, drinking fountains, 5 restrooms, bbq grills, over 30 picnic tables, river access and many other amenities at this regional park making it an ideal trailhead for the Lewis and Clark Regional Trail.

AR3 #3 – NW Lower River Road

North of Frenchman's Bar, Alternative 3 would be routed on Clark County land and within the existing road easement until the gate at the end of the public portion of Lower River Road.

AR3 #4 – Langsdorf Landing

Approximately 1.6 miles north of Frenchman's Bar, this alternative will reach the boat ramp and parking at Langsdorf Landing, a Clark County facility. This boat ramp, like all boat ramps on the Columbia and Lake River, can be popular during peak salmonid runs.

AR3 #5 – End of NW Lower River Road

Approximately 1.4 miles from Langsdorf Landing is the end of the public portion of NW Lower River Road. There is a gate blocking NW Lower River Road here as it heads north and a pullout allowing for a few cars to park without blocking this gate. There is also a gate barring auto traffic from heading on the double track road to the east. Should this alternative be selected, this spot would make for a good trailhead with parking and a restroom.

AR3 #6 – Double Track Road

The double track road heading east from AR3#5 runs on the edge of Shillapoo Wildlife Area. This alternative would utilize this road for the Lewis and Clark Regional Trail. The double track road runs on top of a levy. Farm traffic and existing uses should be allowed on this section to ensure that agricultural uses are not negatively impacted by this alternative. The levy and double track road hit the undeveloped section of the Erwin O Reiger Memorial Highway approximately .6 miles from AR3#5 and Alternatives #1 & #2.

ALTERNATIVE FOUR (AR 4)

WESTSIDE of RIDGEFIELD USFWS REFUGE



Alternative #4 spurs off of Alternative #1 just south of Campbell Lake. This alternative would head north along the Columbia River in the Ridgefield NWR. It would go through the Ridgeport Dairy, Roth and River S units of the NWR. Currently, these units do not allow for pedestrian and bicycle recreation. The Ridgefield NWR management guidelines would need to change prior to this alternative being feasible. This alternative would cut north along the eastern bank of Bachelor Slough and then turn east to connect with the auto tour and Alternative #1. Alternative #4 was the most controversial since it goes through areas of the NWR that do not allow for trails.

ALTERNATIVE FIVE (AR 5)

ROADS ONLY



Alternative #5 would start at the Clark County lands just south of Felida Landing. Here, the route would utilize existing road corridors only as it heads north on surface streets towards Ridgefield. This alternative was preferred by the land managers of Shillapoo Wildlife Area and Ridgefield National Wildlife Refuge because it does not travel through or near their lands. In addition it is would have the least impact to wildlife resources of any of the alternatives. Trail advocates however believe this alternative to be far inferior that any of the other alternatives because it is steeper, less aesthetic and goes far away from the Columbia and Lake Rivers.

AR5 #1 – Felida Landing and NW 122nd Avenue

From the Clark County lands just south of the privately-owned Felida Landing, this alternative would parallel the BNSF railroad until it can access NW 122nd Street. Here the alternative would travel within the NW 122nd Street road corridor heading east until it interests with NW 36th Avenue.

AR5 #2 – NW 36th Avenue, Salmon Creek Greenway and Seward Road

The alternative would head north on NW 36th Ave over Salmon Creek Greenway and onto Seward Road. Salmon Creek Greenway has 850 acres of open space and an 3.1 mile one-way existing multi-use trail that connects to Klineline Pond and just west of the underpass of NE 117th Street as it goes underneath Interstate 5. There is road shoulder parking at the NW 36th trailhead of Salmon Creek Greenway Trail but not a parking lot or restrooms. After crossing over Salmon Creek, this alternative would continue on NW 36th Avenue until it turns into Seward Road.

AR5 #3 – NW 41st Avenue to NW 209th Street

Seward Road becomes NW 41st Avenue. The route will travel north on NW 41st Avenue until it ends at NW 209th Street. This alternative will turn east on NW 209th Street.

AR5 #4 – NW 209th Street to Hillhurst

This trail alternative will continue on NW 209th Street until NW 31st Avenue where it will continue north and eventually become Hillhurst Road. The route will follow Hillhurst Road until it can access Gee Creek Trail and Alternative #2.

DETAIL ELEVEN

VANCOUVER LAKE



LEGEND

0 MILE .5



- PREFERRED TRAIL ROUTE
- - - ALTERNATIVE TRAIL ROUTE
- . . . COMMUNITY CONNECTION (Existing and Proposed)

- EXISTING TRAIL
- + + + + + RAILROAD
- - - - - CITY / STATE BOUNDARY

LAND OWNERSHIP

- FEDERAL LAND
- WASHINGTON STATE LAND
- CLARK COUNTY LAND
- CITY LAND
- SCHOOL

- | | EXISTING | PROPOSED |
|--------------|----------|----------|
| TRAILHEAD | | |
| PARKING | | |
| RESTROOM | | |
| WATER ACCESS | | |



DETAIL ELEVEN

TRAIL NOTES AND RECOMMENDATIONS

41 Proposed Bridge Over Lake River

The trail will continue to utilize the undeveloped easement for the Erwin O Reiger Memorial Hwy until it reaches the boundary of the Shillapoo Wildlife Area. The Vancouver Lake Loop Trail will need to span Lake River at this point to connect to the eastern portion and create the loop. The bridge needed to cross Lake River will be approximately 300 feet. Prior to making it to the bank of Lake River, the trail will need to cross Buckmire Slough, a bridge will most likely be needed with a span of approximately 100 feet. In total, this section will require two bridges to get to Felida and may also need boardwalk if there are low areas that have wetlands

42 Felida Trailhead

Immediately upstream of Felida Moorage, a private river access site, is some Clark County land that could serve as the trailhead for the Felida community. Best vehicular access to the site will need to be determined. Parking, restrooms and water should be considered when developing this site. Community connections into Felida and the Salmon Creek Greenway are planned for this trailhead.

ALTERNATIVE ROUTES

AR1 #1 Highway 501 Easement Through Private Lands (AR1 #1)

North of Vancouver Lake, The Erwin O Reiger Memorial Highway easement travels through Shillapoo Wildlife Area and then through some privately owned farmland. Before it enters Ridgefield National Wildlife Refuge (NWR) near the southern end of Post Office Lake. If this alternative were to be selected, these private landowners should be consulted with to ensure the trail does not impact the landowner's ability to farm and enjoy their lands. Further north, the easement goes along some more private land at Campbell Lake.

AR3 #4 Langsdorf Landing (AR3 #4)

Approximately 1.6 miles north of Frenchman's Bar, this alternative will reach the boat ramp and parking at Langsdorf Landing, a Clark County facility. This boat ramp, like all boat ramps on the Columbia and Lake River, can be popular during peak salmonid runs.

AR3 #5 End of NW Lower River Road (AR3 #5)

Approximately 1.4 miles from Langsdorf Landing is the end of the public portion of NW Lower River Road. There is a gate blocking NW Lower River Road here as it heads north and a pullout allowing for a few cars to park without blocking this gate. There is also a gate barring auto traffic from heading on the double track road to the east. Should this alternative be selected, this spot would make for a good trailhead with parking and a restroom.

AR3 #6 Double Track Road (AR3 #6)

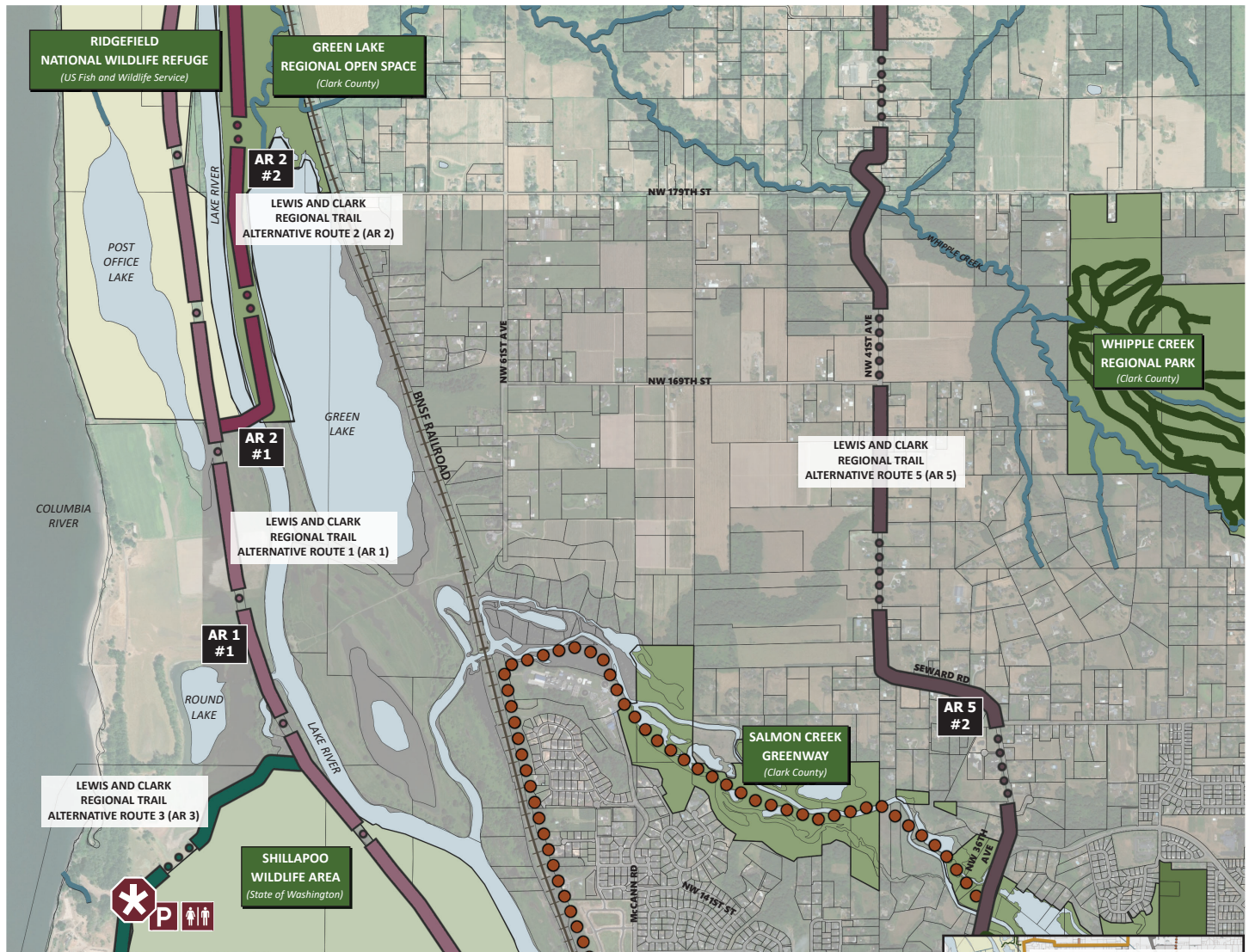
The double track road heading east from AR3#5 runs on the edge of Shillapoo Wildlife Area. This alternative would utilize this road for the Lewis and Clark Regional Trail. The double track road runs on top of a levy. Farm traffic and existing uses should be allowed on this section to ensure that agricultural uses are not negatively impacted by this alternative. The levy and double track road hit the undeveloped section of the Erwin O Reiger Memorial Highway approximately .6 miles from AR3#5 and Alternatives #1 & #2.

AR5 #1 Felida Landing and NW 122nd Avenue (AR5 #1)

From the Clark County lands just south of the privately-owned Felida Landing, this alternative would parallel the BNSF railroad until it can access NW 122nd Street. Here the alternative would travel within the NW 122nd Street road corridor heading east until it intersects with NW 36th Avenue.

DETAIL TWELVE

RIDGEFIELD








LEGEND

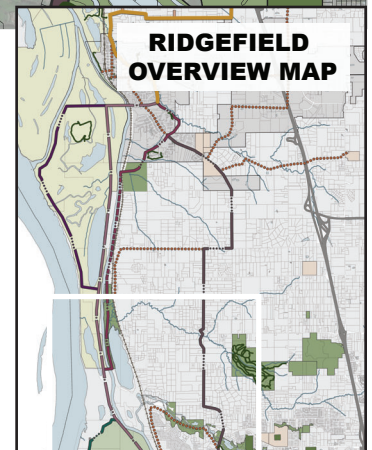
0 MILE .5

- PREFERRED TRAIL ROUTE
 ALTERNATIVE TRAIL ROUTE
 COMMUNITY CONNECTION
 (Existing and Proposed)
- EXISTING TRAIL
 RAILROAD
 CITY / STATE BOUNDARY

LAND OWNERSHIP

-  FEDERAL LAND
  CITY LAND
-  WASHINGTON STATE LAND
  SCHOOL
-  CLARK COUNTY LAND

- | | EXISTING | PROPOSED |
|--------------|---|---|
| TRAILHEAD |  |  |
| PARKING |  |  |
| RESTROOM |  |  |
| WATER ACCESS |  |  |



DETAIL TWELVE

TRAIL NOTES AND RECOMMENDATIONS

ALTERNATIVE ROUTES

**AR1
#1**

Highway 501 Easement Through Private Lands (AR1 #1)

North of Vancouver Lake, The Erwin O Reiger Memorial Highway easement travels through Shillapoo Wildlife Area and then through some privately owned farmland. Before it enters Ridgefield National Wildlife Refuge (NWR) near the southern end of Post Office Lake. If this alternative were to be selected, these private landowners should be consulted with to ensure the trail does not impact the landowner's ability to farm and enjoy their lands. Further north, the easement goes along some more private land at Campbell Lake.

**AR2
#1**

Bridge to Green Lake (AR2 #1)

At the boundary of Ridgefield NWR, this alternative would cut east and span Lake River to land on Clark County lands at Green Lake. Because the boundary of Ridgefield NWR is bordered by private lands, an agreement with the private landowner or the ability to place the trail at the southern end of the NWR will be needed in order to get to the banks of Lake River.

**AR2
#2**

Green Lake (AR2 #2)

The lands around Green Lake are Clark County owned. This alternative would see the trail head north along the west side of Green Lake. The trail will need to be routed carefully because there are wet areas here and the trail may need to be elevated with a boardwalk. A variant of this alternative would take the trail routing on surface roads from here to Ridgefield.

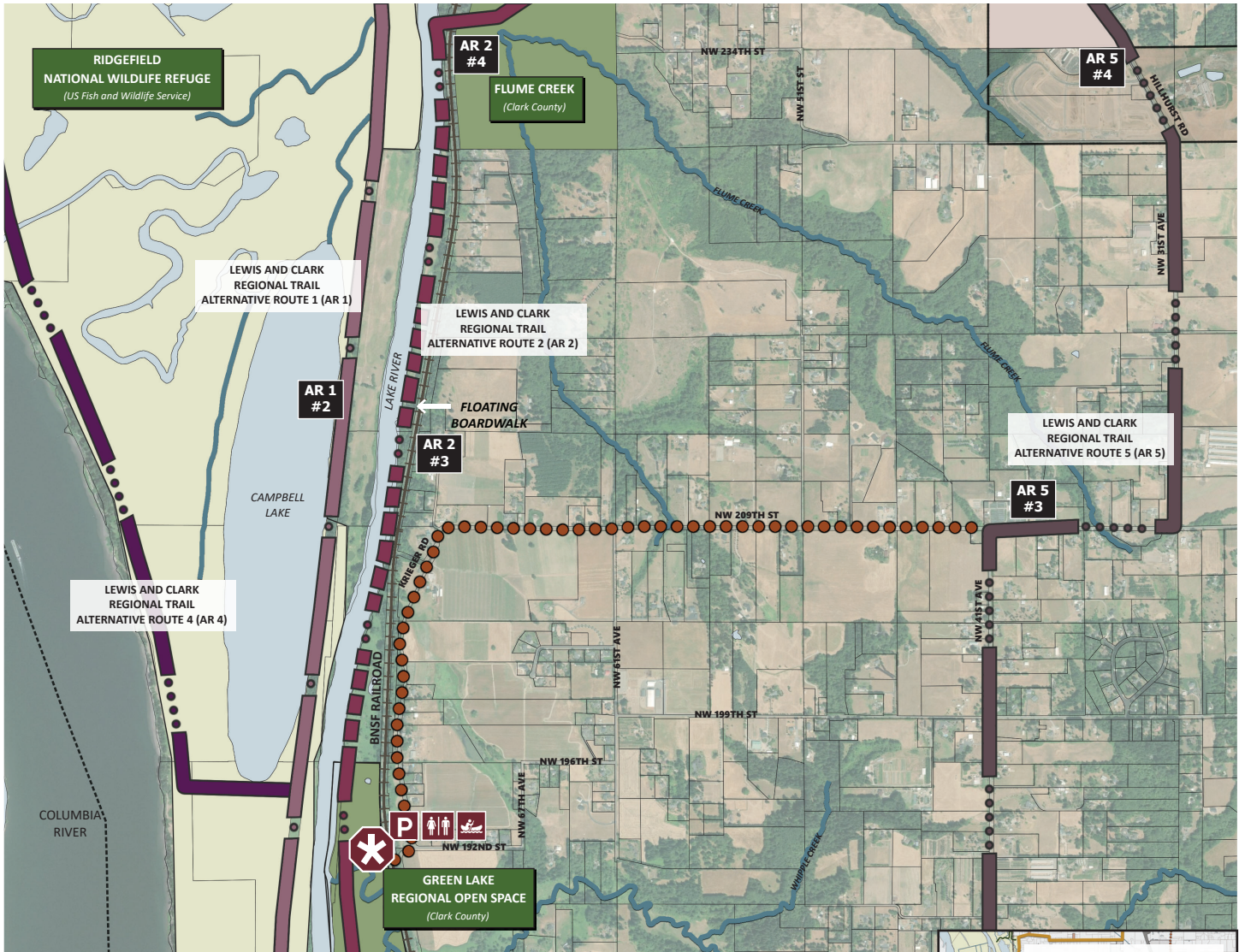
**AR5
#2**

NW 36th Avenue, Salmon Creek Greenway and Seward Road (AR5 #2)

The alternative would head north on NW 36th Ave over Salmon Creek Greenway and onto Seward Road. Salmon Creek Greenway has 850 acres of open space and an 3.1 mile one-way existing multi-use trail that connects to Kline Pond and just west of the underpass of NE 117th Street as it goes underneath Interstate 5. There is road shoulder parking at the NW 36th trailhead of Salmon Creek Greenway Trail but not a parking lot or restrooms. After crossing over Salmon Creek, this alternative would continue on NW 36th Avenue until it turns into Seward Road.

DETAIL THIRTEEN

RIDGEFIELD








LEGEND

0 MILE .5

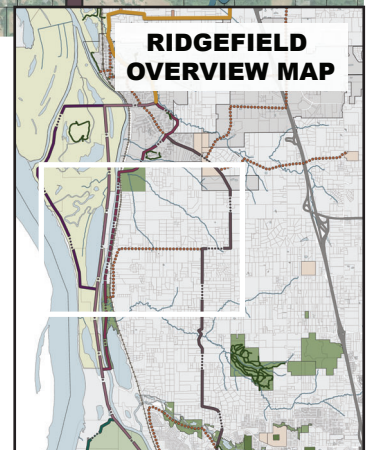
-  PREFERRED TRAIL ROUTE
 ALTERNATIVE TRAIL ROUTE
 COMMUNITY CONNECTION
 (Existing and Proposed)
-  EXISTING TRAIL
 RAILROAD
 CITY / STATE BOUNDARY

LAND OWNERSHIP

-  FEDERAL LAND
  CITY LAND
-  WASHINGTON STATE LAND
  SCHOOL
-  CLARK COUNTY LAND

- | | EXISTING | PROPOSED |
|--------------|---|---|
| TRAILHEAD |  |  |
| PARKING |  |  |
| RESTROOM |  |  |
| WATER ACCESS |  |  |

RIDGEFIELD OVERVIEW MAP



DETAIL THIRTEEN

TRAIL NOTES AND RECOMMENDATIONS

ALTERNATIVE ROUTES

**AR1
#2**

Gap In Road Easement (AR1 #2)

North of Campbell Lake and the last section of private land, the road easement has a gap within the Ridgefield NWR. This section is within the Roth and River S Units of the NWR. Neither allow for pedestrian or bicycle traffic in the NWR management plan. This alternative would see a trail constructed on old natural surfaced roads for approximately 500 feet until the existing auto tour loop.

**AR2
#3**

Eastside of Lake River (AR2 #3)

This alternative will head north along the east bank of the Lake River. Land Ownership is private here and mostly within the BurlingtonNorthern Santa Fe (BNSF) rail corridor. This alternative would need to get an agreement from BNSF to place the trail as close to the edge of Lake River as is possible. There are a few pinch points where the railroad gets close to the bank of Lake River and in these spots, the trail will need to be cantilevered over the water or becoming a floating trail like the Eastbank Esplanade in nearby Portland.

**AR2
#4**

Flume Creek (AR2 #4)

At Clark County's Flume Creek lands, Alternative 2 will head inland and towards Hillhurst Road and Gee Creek. Agreements with landowners and developers will need to be acquired before being able to route the trail to Hillhurst Road. If agreements cannot be obtained, the trail could continue along the east bank of Lake River to planned USFWS parking area at AR1#4.

**AR5
#3**

NW 41st Avenue to NW 209th Street (AR5 #3)

Seward Road becomes NW 41st Avenue. The route will travel north on NW 41st Avenue until it ends at NW 209th Street. This alternative will turn east on NW 209th Street.

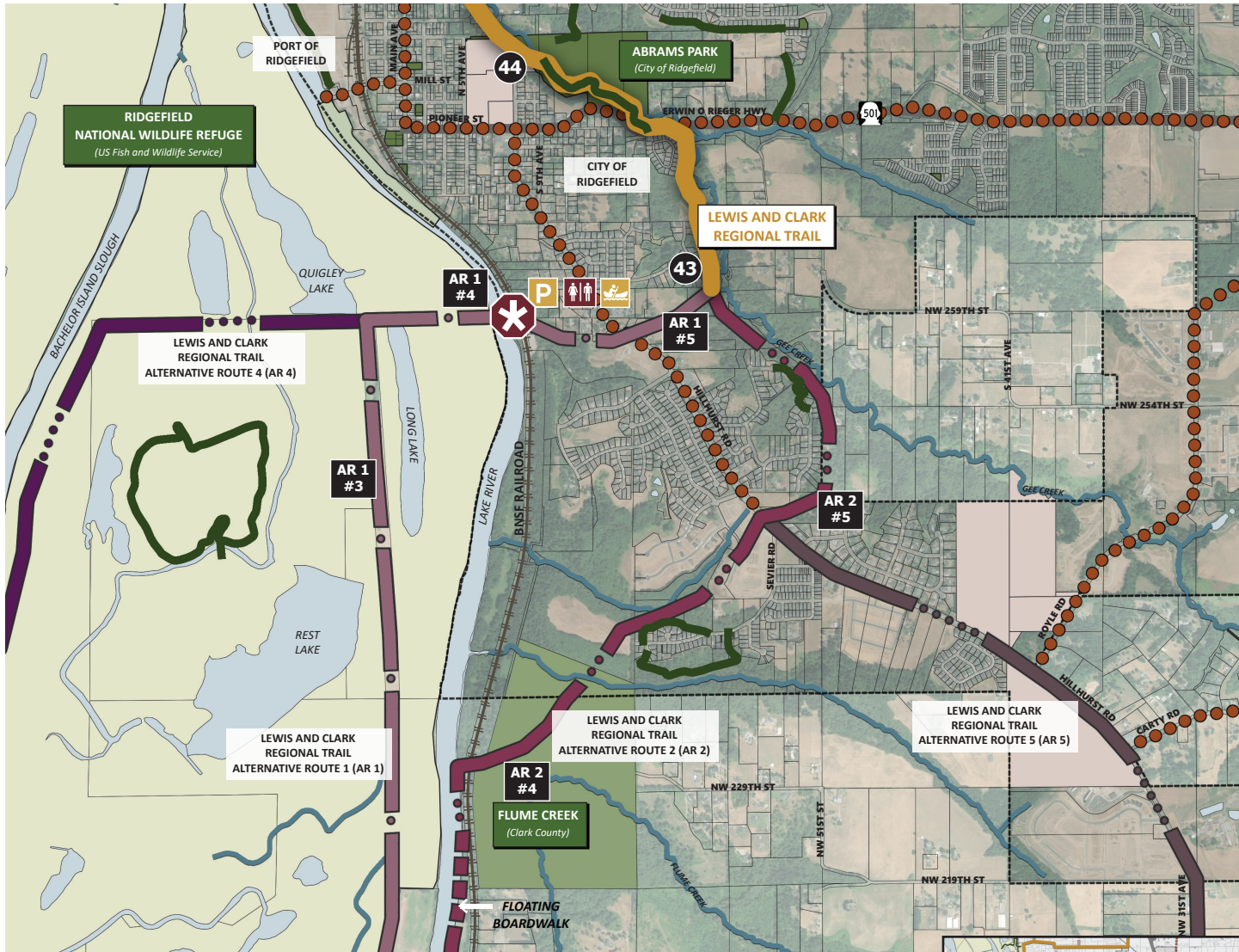
**AR5
#4**

NW 209th Street to Hillhurst (AR5 #4)

This trail alternative will continue on NW 209th Street until NW 31st Avenue where it will continue north and eventually become Hillhurst Road. The route will follow Hillhurst Road until it can access Gee Creek Trail and Alternative #2.


DETAIL FOURTEEN

RIDGEFIELD








LEGEND

0 MILE .5

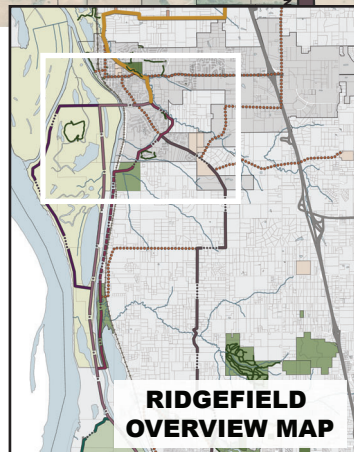
- PREFERRED TRAIL ROUTE
 ALTERNATIVE TRAIL ROUTE
 COMMUNITY CONNECTION
 (Existing and Proposed)

- EXISTING TRAIL
 RAILROAD
 CITY / STATE BOUNDARY

LAND OWNERSHIP

-  FEDERAL LAND
  CITY LAND
-  WASHINGTON STATE LAND
  SCHOOL
-  CLARK COUNTY LAND

- | | EXISTING | PROPOSED |
|--------------|---|---|
| TRAILHEAD |  |  |
| PARKING |  |  |
| RESTROOM |  |  |
| WATER ACCESS |  |  |



DETAIL FOURTEEN

TRAIL NOTES AND RECOMMENDATIONS

- 43** **Gee Creek Trail**
The intent of the Lewis and Clark Regional Trail is to connect to and utilize Gee Creek Trail as the route for the regional trail. At the time of this plan being developed, only portions of this trail have been built. Gee Creek Trail will need to be fully connected and extended towards downtown Ridgefield. As Gee Creek Trail gets extended, the Lewis and Clark Regional Trail may need to be temporarily routed on community connectors and surface streets such as Hillhurst Road, S 9th Avenue, Pioneer Street, N Main Street, and Division Street.
-

ALTERNATIVE ROUTES

- AR1 #3** **Auto Tour Loop (AR5 #4)**
This alternative could expand the shoulder of the auto tour loop to create the multi-use path to the USFWS bridge over Lake River. Utilizing this bridge would save the trail well over a million dollars.

- AR1 #4** **At Grade Railroad Crossing and Trailhead (AR1 #4)**
The USFWS access road (auto tour loop) has an existing at grade railroad crossing with gate and flashing lights that this alternative (and other alternatives) can take advantage of. Once on the east side of the BNSF rail corridor, the USFWS has plans to develop a parking area that could serve as a trailhead for the Lewis and Clark Regional Trail and a put-in for the Lewis River – Vancouver Lake Water Trail.

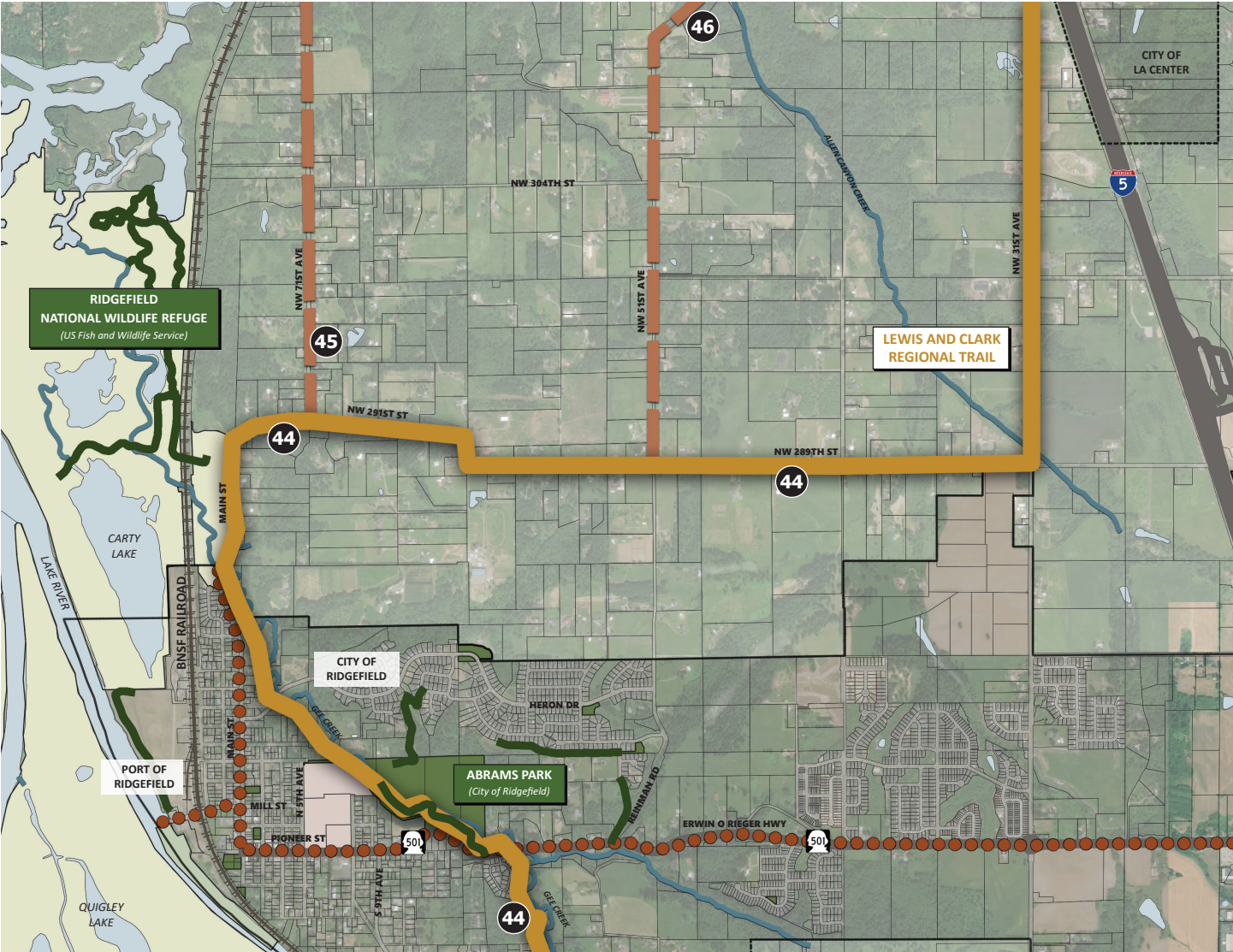
- AR1 #5** **Connection to Gee Creek (AR1 #5)**
This alternative climbs away from Lake River to Hillhurst Road. From here, this alternative will explore a connection to the planned and existing sections of Gee Creek. Adjacent landowners will need to be consulted and easements may need to be secured. A few hundred feet on Hillhurst, SW 8th Way may be a likely candidate to tie into Gee Creek Trail. If access to Gee Creek is not viable, Hillhurst Road to S 9th Ave will connect this alternative to downtown Ridgefield.

- AR2 #4** **Flume Creek (AR2 #4)**
At Clark County's Flume Creek lands, Alternative 2 will head inland and towards Hillhurst Road and Gee Creek. Agreements with landowners and developers will need to be acquired before being able to route the trail to Hillhurst Road. If agreements cannot be obtained, the trail could continue along the east bank of Lake River to planned USFWS parking area at AR1#4.

- AR2 #5** **Gee Creek (AR2 #5)**
Once the trail hits S Hillhurst Road near the intersection with S Sevier Road, it will need to connect to the Gee Creek Trail. The two most likely routes would be through undeveloped lands to the east of S 19th Way or on S 22nd Circle to S 26th Avenue.

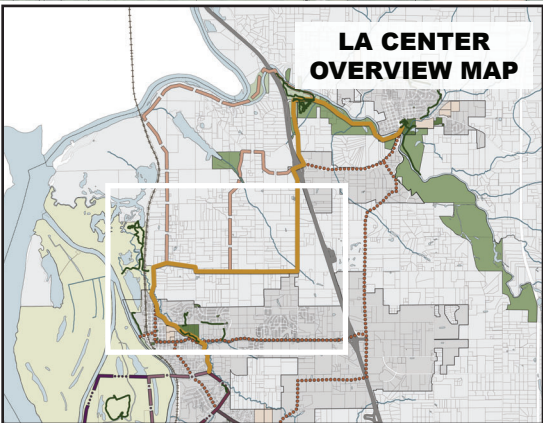
DETAIL FIFTEEN

LA CENTER



LEGEND

<p>LAND OWNERSHIP</p> <div> <div>FEDERAL LAND</div> <div>WASHINGTON STATE LAND</div> <div>CLARK COUNTY LAND</div> </div> <div> <div>CITY LAND</div> <div>SCHOOL</div> </div>		<p>EXISTING</p> <div> <div>TRAILHEAD</div> <div>PARKING</div> <div>RESTROOM</div> <div>WATER ACCESS</div> </div>		<p>PROPOSED</p> <div> <div>TRAILHEAD</div> <div>PARKING</div> <div>RESTROOM</div> <div>WATER ACCESS</div> </div>	
		<p>EXISTING TRAIL</p> <div> <div>RAILROAD</div> <div>CITY / STATE BOUNDARY</div> </div>			



DETAIL FIFTEEN

TRAIL NOTES AND RECOMMENDATIONS

44 Main Street and North of Ridgefield

As noted above (#43), The Lewis and Clark Regional Trail will be routed on surface streets until Gee Creek Trail is built out enough to utilize. The community connectors of Hillhurst Road/S 9th Avenue to Pioneer and then on to N Main Street will be the temporary route of the regional trail until Gee Creek is usable for the Lewis and Clark Regional Trail. After going through downtown, the Lewis and Clark Regional Trail will wind north and east towards La Center on surface streets. The preferred route is NW 291st Street to NW 289th Street and then north onto NW 31st Avenue.

45 NW 71st Avenue Alternative

An alternative route to the preferred routing (see #40), is for the Lewis and Clark Regional Trail to go up NW 71st Avenue to Lancaster Road and then could be aligned close to the south bank of the Lewis River. This alternative route would need agreements or easements from numerous private landowners along the Lewis River as it heads east. This alternative could be taken across the East Fork of the Lewis River on to a state owned island. At this point, the alternative route would go under Interstate 5 and on to Paradise Point State Park to connect to the preferred alternative.

Ridgefield National Wildlife Refuge. Photo Credit: Steve Bergman

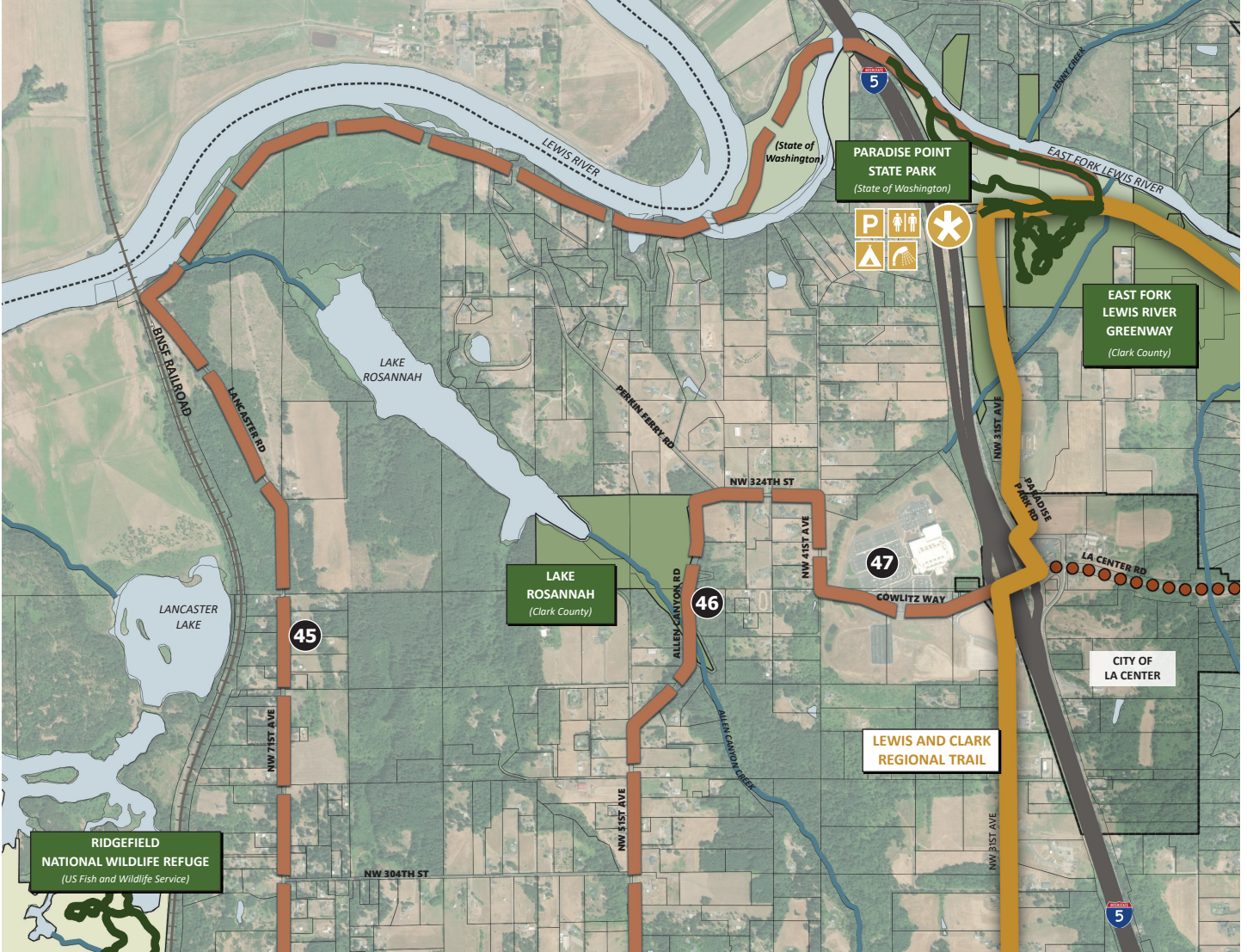


Trail Along Gee Creek. Photo Credit: Brianna Truden



DETAIL SIXTEEN

LA CENTER








LEGEND











0 MILE .5

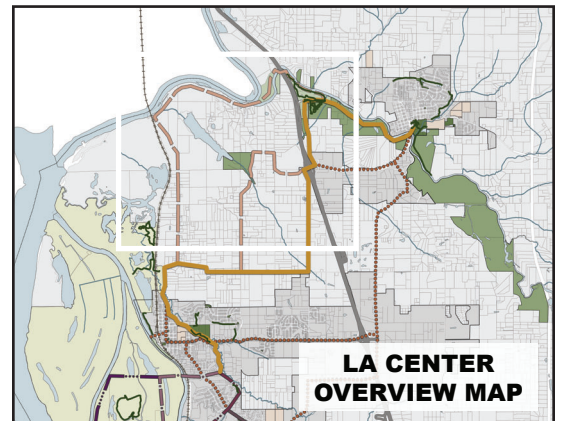


- PREFERRED TRAIL ROUTE
 ALTERNATIVE TRAIL ROUTE
 COMMUNITY CONNECTION
 (Existing and Proposed)
- EXISTING TRAIL
 RAILROAD
 CITY / STATE BOUNDARY

LAND OWNERSHIP

-  FEDERAL LAND
  CITY LAND
-  WASHINGTON STATE LAND
  SCHOOL
-  CLARK COUNTY LAND

- | | EXISTING | PROPOSED |
|--------------|---|---|
| TRAILHEAD |  |  |
| PARKING |  |  |
| RESTROOM |  |  |
| WATER ACCESS |  |  |
| CAMPING |  | |
| SHOWERS |  | |



DETAIL SIXTEEN

TRAIL NOTES AND RECOMMENDATIONS

46 Allen Canyon Alternative

A second alternative routing for the Lewis and Clark Regional Trail goes north on NW 51st Avenue to Allen Canyon Road. This alternative does not need agreements or easements from private landowners but does have a larger elevation change than the preferred route. In addition, Allen Canyon Road is narrower and curvier than the preferred route. This alternative would go to the east of Lake Rosannah and then head east on NW 342nd Street. After less than a quarter mile, the route will head south on NW 41st Street and then east again on Cowlitz Way. Cowlitz Way will take this alternative by the Ilani Casino Resort, operated by the Cowlitz Indian Tribe. If this alternative becomes the main route for the Lewis and Clark Regional Trail, the Cowlitz Indian Tribe and Ilani Casino Resort managers should be consulted to ensure the best routing through/by the casino. This alternative will reconnect with the preferred route at the overpass of Interstate 5.

47 Ilani Casino Resort and Cowlitz Way/NW La Center Road

The preferred route for the Lewis and Clark Regional Trail will head north on NW 31st Avenue to the Ilani Casino Resort and Cowlitz Way. As discussed in #46, the Cowlitz Indian Tribe and casino managers should be consulted to ensure the optimal location for the trail here. At Cowlitz Way, the trail will head over the highway on the existing overpass where the road becomes La Center Road. After crossing Interstate 5 on La Center Road, the trail will head north on NW Paradise Park Road. La Center Road continues acting as a direct community connection to the downtown of the City of La Center. Also, if the Lewis and Clark Regional Trail has not been developed heading north through Paradise Point State Park and the undeveloped East Fork Lewis Greenway, La Center Road can serve as the main route for the trail.

East Fork of the Lewis River as Seen From Paradise Point State Park.
Photo Credit: Brianna Truden



East Fork of the Lewis River as Seen in Winter.
Photo Credit: Glen Erickson



DETAIL SEVENTEEN

LA CENTER



DETAIL SEVENTEEN

TRAIL NOTES AND RECOMMENDATIONS

48 **Paradise Point State Park**

The Lewis and Clark Regional Trail goes through Clark County lands and then Paradise Point State Park, an 88 acre park with parking, trails, restrooms, picnic area, river access, disc golf course, tent and yurt camping, drinking water and showers.

49 **Connection to the Pacific Coast**

The Lewis and Clark Regional Trail could connect into longer distance trails including a planned connection to the coast. Interstate 5 is the likely connection to this trail heading north.

50 **East Fork Lewis Greenway**

After going through Paradise Point State Park, the Lewis and Clark Regional Trail will connect into Clark County's East Fork Lewis Greenway. The trail will follow as close to the East Fork Lewis River as possible heading upstream to La Center. Sections of trail may need to be elevated boardwalk if wet areas are present. There are wetlands just prior to La Center Road and south of the south bank of the East Fork Lewis River. If designed properly, this section could go through/near the wetlands and be a destination point and place for interpretation about the value and function of wetlands.

51 **City of La Center and Sternwheeler Park/Northern Terminus**

The East Fork Lewis Greenway is bisected by La Center Road. Here the Lewis and Clark Regional Trail will cross the East Fork on La Center Road's existing bridge and work north to the northern terminus at Sternwheeler Park. On the north bank of the East Fork is river access at Timmens Landing. Sternwheeler Park will serve as the northern trailhead for the Lewis and Clark Regional Trail. The park has public art, trails, parking, restrooms, drinking water, picnic tables and more.

La Center Bottoms Greenway. Photo Credit: Steve Bergman



Sternwheeler Park. Photo Credit: Brianna Truden



TRAIL DESIGN RECOMMENDATIONS

SIGNAGE AND WAYFINDING

LOGO

SIGN TYPES

TRAIL ENVIRONMENTS

TRAILHEADS

LIGHTING

PUBLIC ART

VEGETATIVE SCREENINGS

CROSSINGS

SIGNAGE AND WAYFINDING

There are numerous land managers who own lands along the route. Many have existing trails which will be a part of the Lewis and Clark Regional Trail route. These trails already have existing signs on them. Many of the land managers have existing sign guidelines. This conceptual plan provides examples and guidance for how the Lewis and Clark Trail can be signed for new trail sections and existing trails being included in the regional trail. The included examples and guidance is not mandatory and trail managers should choose and decide for themselves how best to sign their sections of the Lewis and Clark Regional Trail.

Signage along the trail will serve to welcome trail users, communicate trail regulations and rules, identify locations in the case of an emergency, and aide wayfinding. Kiosks can also be placed at strategic locations giving trail information and also provide historical and cultural interpretation along the trail. Signage is a basic feature at trailheads, access points, and in advance of intersections. The need for signage must be weighed against over-signing the corridor to the determinant of the character and aesthetic of the trail experience.

LOGO

The Lewis and Clark Regional Trail Logo is a unifying device that allows users to quickly identify what trail they are on. It is especially helpful when a number of different trails are being used to create a regional network. The logo give the trial an identity and can be used as a part of a cohesive and consistent signage plan. Additionally, partner logos should be added at the footer of all signs to show that it is a part of a wider trail network.



SIGN TYPES

Signage and wayfinding are critical elements of trails and are useful beyond basic navigation. While a sign's most obvious function is to point the user in the correct direction, the type of information represented and the way in which it is presented can be a creative tool to enrich the user's overall experience. Signs should highlight a community's amenities and direct users to these points of interest. Signs highlight community assets and create a branded amenity of the trail itself. Design of trail signs can differ but should always be clear, concise, and consistent. They should be easily read by all trail users. Additionally, Lewis and Clark Regional Trail is a region wide trail network working with existing signage already being implemented by other trails in the area. Existing signs and signs for the new trail should be integrated. The path is multi-use and should incorporate signs that cater to pedestrians and cyclists. Trail entry points, decision points, and mileage signs should be placed at appropriate locations. A cohesive and integrated signage plan enhances a trail experience and allows users to explore the community on and off the trail.

The type of signage used depends entirely on where they are being placed. Different information needs to be presented at varying points along the trail such as at trail intersections, connections, and spurs. Each one of these signs and locations have their own placement criteria that can be found at <http://mutcd.fhwa.dot.gov> and *The Intertwine Trail Design Guide*.

AN ARTIST RENDERING OF TYPICAL TRAIL WITH SIGNAGE.



TRAILHEAD

“Trailhead signs are located at major trail access points that are distinguished by features such as vehicle parking, restrooms, staging areas, or major trail entrances. This sign type identifies the trail and modes of travel in the header. It includes a map of the entire trail and the surrounding amenities while also providing space for trail regulations and jurisdiction information in the sidebar and partner logos in the footer. Any map should be installed centered at “eye-height” (60”).”

TRAIL ACCESS

“Trail access signs are located at trail access points where the trail typically meets the street right-of-way. This sign type identifies the trail and mode of travel in the header while also providing space for trail regulations and jurisdiction information in the sidebar and partner logos in the footer. This sign type includes a trail map of the immediate vicinity and amenities, and may include a brief directional statement.”

DIRECTIONAL

Use these sign types along street right-of-ways that connect off-street trail segments.

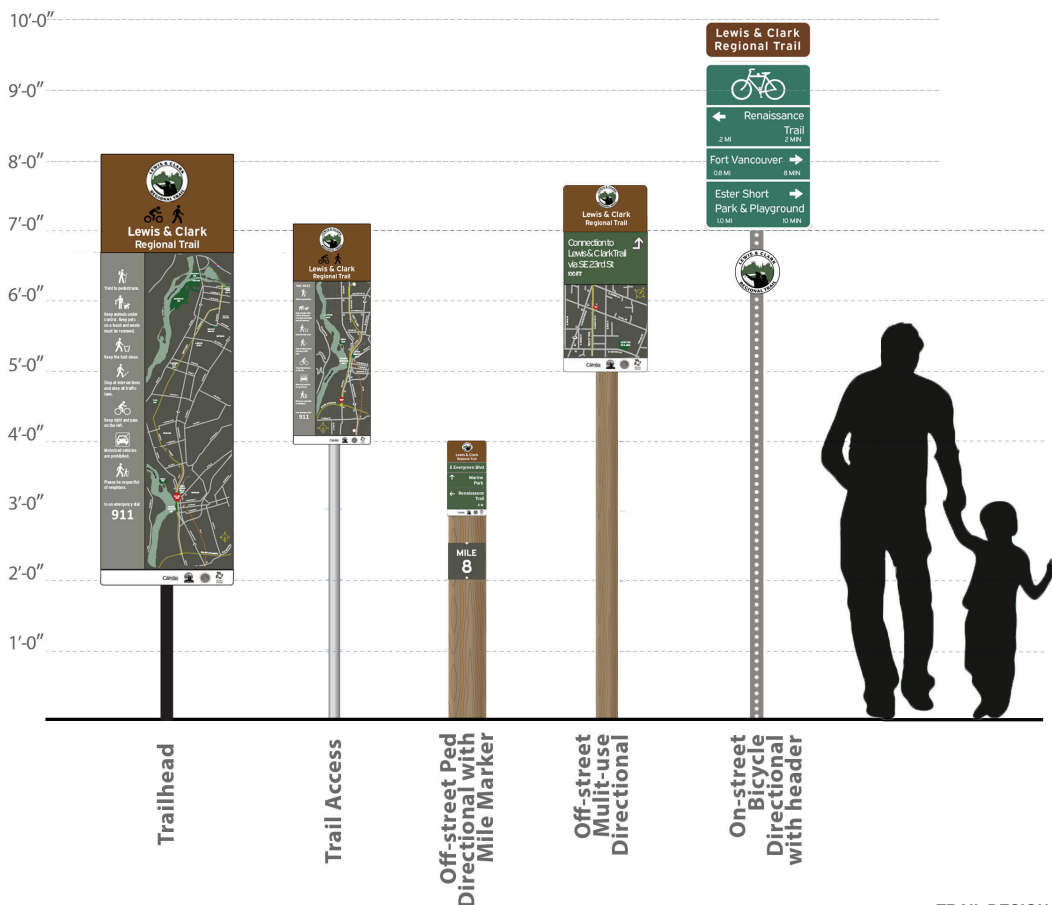
- Off street pedestrian directional
- Off-street multi-use directional

MILE MARKER

“This sign type is located at 1/4 mile increments along a regional trail. They should be installed at a consistent height throughout the trail (around 24”) and can be installed with other signs on the same post. If mile marker is installed on stand-alone post, it should include a header and be installed at the height of an off-street pedestrian directional so as not to be a tripping hazard.”

BIKE

This sign type is located in the street right-of-way to connect bicyclists to the off-street trail segments. Helps with consistence and continuity. These signs help cyclists know what path they are on and what else is in the area.



**EXAMPLES OF TYPICAL
SIGNAGE ALONG A TRAIL.**

TRAIL ENVIRONMENTS

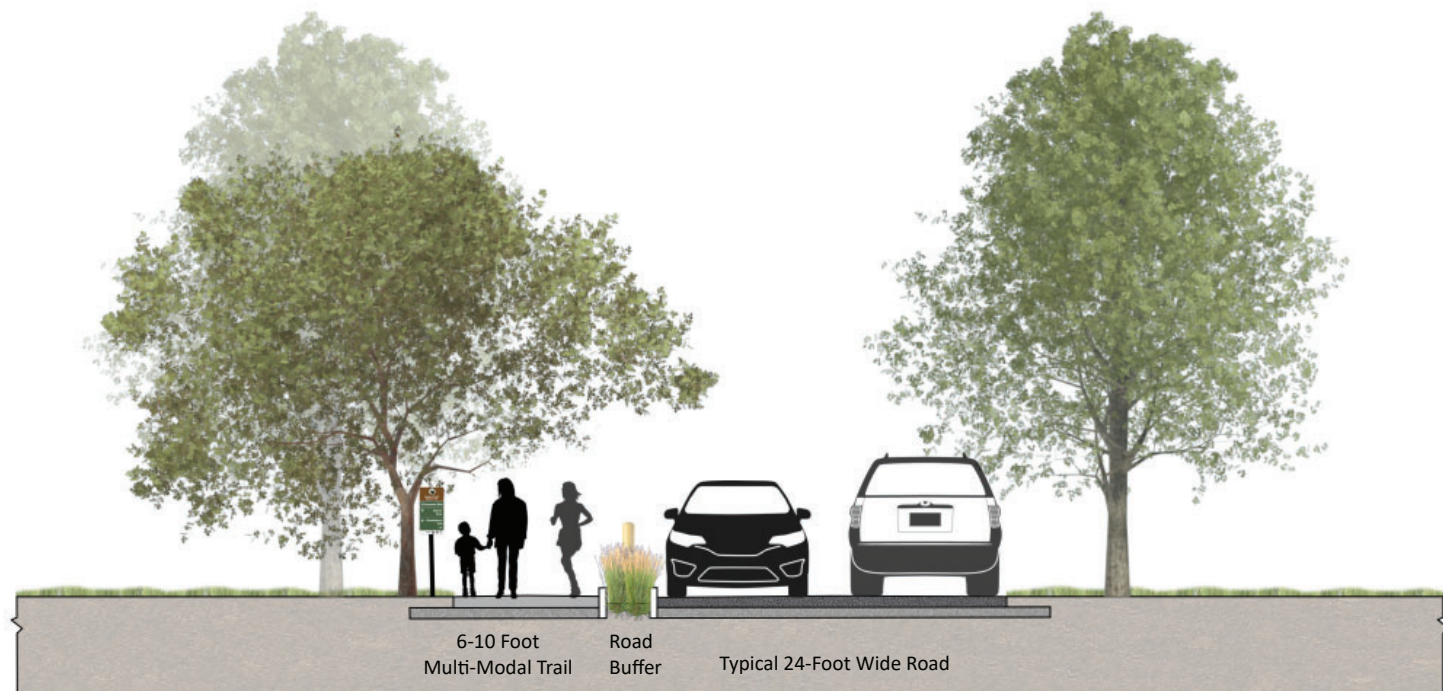
DIFFERENCE IN LANDSCAPES AND SETTINGS

The Lewis and Clark Regional Trail changes character dramatically over its 50 plus mile route. The setting changes greatly from rural to urban and natural to developed. The trail goes through cities and wildlife refuges. It will be located within road corridors in some sections and then be routed far from any road or development in others. This difference in character creates a complex corridor that if designed properly will add to the trail's appeal. Although the trail will vary in width and design, the signs and wayfinding markers can help tie together the varying sections and create a world-class regional trail. This conceptual plan has trail cross-sections and renderings (see pages....) that give an example to what the trail will look like and how it will feel in some of the varying settings that are commonly found across the trail route.

TOP OF PAGE: AN ARTIST RENDERING OF TRAIL ALONG EVERGREEN HIGHWAY.



BOTTOM OF PAGE: A TYPICAL CROSS SECTION OF A TRAIL NEXT TO A ROAD.



AN ARTIST RENDERING OF A FLOATING BOARWALK TRAIL ALONG LAKE RIVER.



*A TYPICAL CROSS SECTION
OF A MULTI-MODAL TRAIL.*



TRAILHEADS

The size, character, and amenities of trailheads will vary from site to site depending on demand, size/geography of site, and funding available for development. Some potential locations for trailheads will provide opportunities for viewpoints, picnicking, or park features in addition to parking and trail access. Trailheads will include parking for ten or more cars. They may include seating to allow trail users to prepare for their trip, bicycle racks for short-term storage, and wayfinding information. In some locations trailheads may also include water fountains and restrooms, picnic tables, art installations, covered bicycle parking, and other user amenities.

Trailheads should be managed like small parks and be open from dawn to dusk. Typically, trailheads have easy visibility from nearby roads for law enforcement purposes. These locations are regularly visited for trash removal and routine maintenance.

AN ARTIST RENDERING OF A TYPICAL TRAILHEAD SIGN.



LIGHTING

Lighting provides both a safe setting for trail users and allows for the illumination of hazards and obstacles. If done properly, it can also provide a nice aesthetic to the trail corridor. Lights should be considered in the following circumstances:

- Trailheads
 - Approaches to bridges and boardwalks
 - Intersections with roads (where streetlights do not already exist)
 - Changes in tread height or tread surface where a bike tire or foot might slip
 - In the more commercial and urban sections of the trail
- Illumination should be designed to support pedestrian and bicycle safety and security while minimizing glare and obtrusiveness to surrounding neighborhoods. A variety of lighting types may be used on the trail, depending on the function and the location. Taller light fixtures could be used where uniform light is needed for the entire trail surface, or where lighting would enhance safety. Wherever possible, low elevation lighting that is at or near the surface should be considered as long as appropriate. It reduces ambient light to surrounding neighbors.

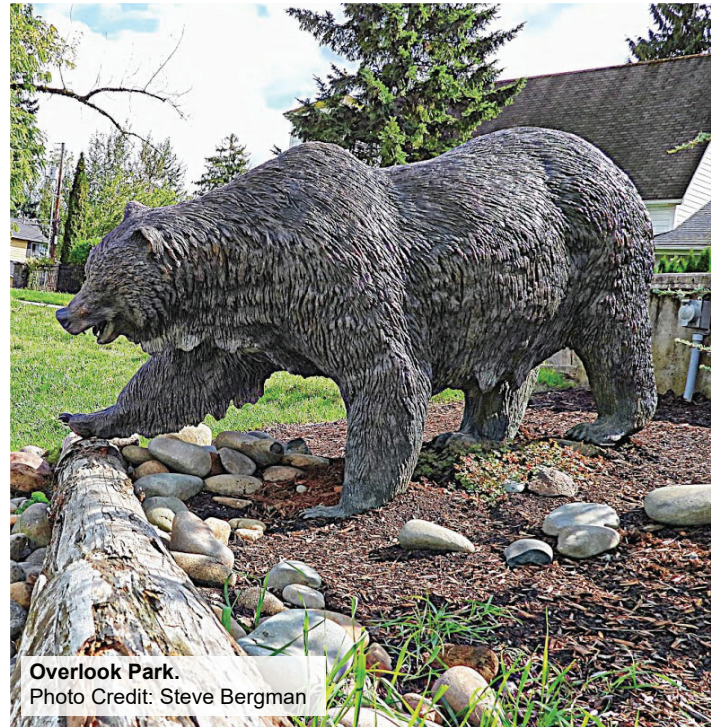
Typical downward facing light fixtures along a trail.
Photo Credit: Steve Bergman



PUBLIC ART

Public Art is an excellent opportunity to provide a unique experience along the Lewis and Clark Regional Trail and to create a sense of place. Well done artwork can inspire trail use and offer pleasant, provocative, and enriching experiences. It can contribute to the beauty, cultural vitality, and economic development of Clark County. Public art can also create a lasting cultural legacy. It provides added value and a community aesthetic that encourages positive community development, potentially increasing public safety. The Trail's unique route, history, and the character of the landscape and communities it runs along will favor the creation of distinctive cultural and artistic installations. Public Art along the trail corridor could:

- Create movement corridors leading to destinations and as destinations themselves.
- Provide opportunities to express the unique personality of each trail section while striving for accessibility and optimal user experience.
- Cultivate public places that are aesthetic, green, interesting, social, cultural, and shared.
- Build a legacy of artwork and aesthetic enrichment
- Enhance public awareness of trails and their surrounding environment.



Overlook Park.
Photo Credit: Steve Bergman



Overlook Park.
Photo Credit: Steve Bergman



Columbia River Renaissance Trail.
Photo Credit: E. Paul Peloquin

VEGETATIVE PLANTINGS AND SCREENINGS

The Lewis and Clark Regional Trail landscape varies tremendously over its 50 plus miles. The trail will be routed through open areas, alongside and within road corridors, through or next to wetlands and river corridors. Plants, shrubs and trees are a mix of natives and invasive species such as Himalayan blackberry and Scotch Broom. Construction of the trail will sometimes take up the entire available corridor and sometimes only take up a part of the area available to the trail. The landscape within the corridor that does not need to be removed or impacted from trail construction should be evaluated to determine if it is consistent with public use, including aesthetics and overall trail design. To create a sustainable, maintainable landscape along the length of the trail, replanting will typically be simple, with a focus on meadow grasses and native trees and shrubs. To prevent unsafe conditions for the trail, shrubs should typically be planted 5 feet or more from the trail edge, and trees about 15 feet or more from the trail. The area directly adjacent to the trail is expected to be maintained by mowing or trimming only. The areas farther from the trail should be preserved in a natural state and should not be maintained once plants are established. Planting strategies for specific areas should be developed based on the character of the surroundings. In some locations taller shrubs may be used as a visual screen between the trail and nearby homes. In other locations, the landscape may be selectively opened up to improve visibility and for security surveillance, which is an important consideration for discouraging vandalism and other unwanted activities.

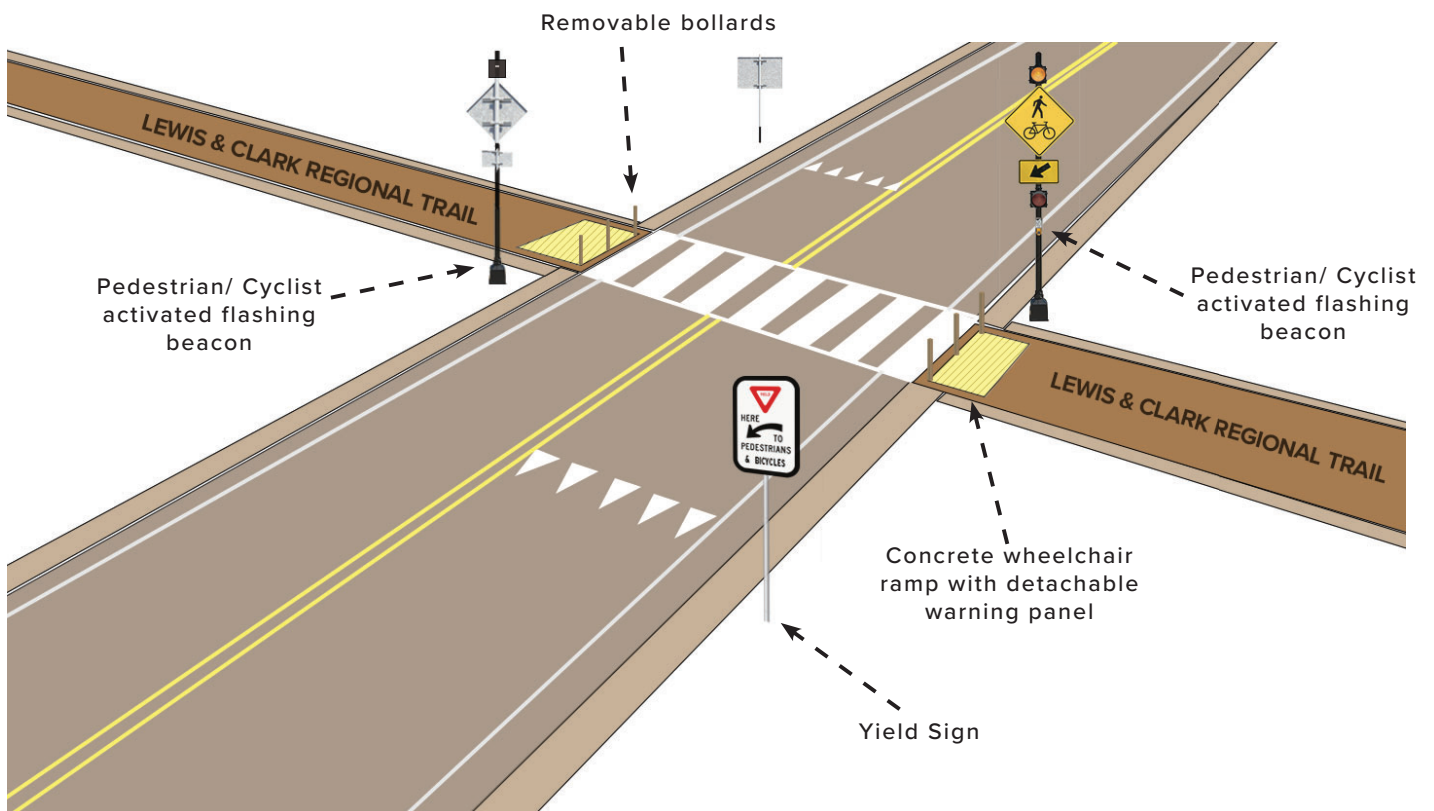
AN ARTIST RENDERING OF AN EXAMPLE OF VEGETATIVE SCREENING ALONG A TRAIL.



ROAD CROSSINGS

Road crossings are one of the most critical design elements for a shared use path. The goal of trail design is to make these crossings safe for trail users and motorists. At most intersections, except those with major arterials, crossings will be designed so that the road has a striped walkway crossing the road surface. Signs installed on the road will give motorists advance warning that there is a bike/pedestrian crossing. Trail users will be asked to stop prior to entering the intersection. Prior to the trail intersection, removable bollards will be installed that will help to slow bicycle traffic and prevent motorized traffic from entering the trail corridor. At high volume/more dangerous crossings, trail users will be asked to push a button to activate a flashing light warning motorists that a pedestrian or bicyclist is crossing the road. It should be noted that some crossings can be complex; therefore, final decisions on the locations and design elements for crossings will be made in the engineering phase.

AN ARTIST DIAGRAM OF A TYPICAL ROAD CROSSING



TRAIL MANAGEMENT

CONSTRUCTION and MAINTENANCE
DOGS ON LEASH
HOURS OF OPERATION

CONSTRUCTION and MAINTENANCE

Construction and maintenance of the Lewis and Clark Regional Trail is the responsibility of the land manager whose lands the trail is on unless prior agreements have been made with another entity. Sections of the trail that are along or within road right-of-ways are the responsibility of whichever agency manages and owns those road corridors. The design, engineering and construction needed to create the proposed sections of the route are also the responsibility of the managing agency. However, it is hoped that this concept plan and the strong support behind the Lewis and Clark Regional Trail can be leveraged to secure grant and government funding to make these proposed sections a reality.

Management of the individual sections of trail are also the responsibility of the land manager whose lands the route goes across. Clark County will act as the overall coordinator and point of contact for the regional trail. Clark County will convene meetings regarding the trail on an as needed basis and will work with other land managers and entities to install signs and promote the trail. In places where there is an easement or agreement with a private landowner or there is an entity that is unable to or un-willing to build, maintain or manage the trail, Clark County will work with partners to determine whom is able and willing to take this section over.

DOGS ON LEASH

All dogs and other pets on the Lewis and Clark Regional Trail will be required to be on a leash. This rule will be posted regularly on the trail and at trail intersections. This rule will help to protect wildlife and reduce impacts from ranging pets. It will also reduce conflict between trail users and adjacent neighboring property owners. Clark County and trail land managers should consider installing one or more small pocket dog parks which have a fenced area and allow dogs to be off-leash. These areas should be alongside or near the trail where environmentally and socially appropriate.

HOURS OF OPERATION

The trail will be open from dawn to dusk or according to the trail manager's rules and regulations. All printed materials for the Lewis and Clark Regional Trail will state that the trail is closed from dusk to dawn and there will be no camping on or along the trail.

APPENDIX

LETTERS OF SUPPORT	<i>Pages 11-16</i>
LETTERS OF COMMENT	<i>Pages</i>
WILDLIFE WORKSHOP MATERIALS	<i>Pages</i>
CONTRIBUTIONS	<i>Pages</i>

LETTERS OF SUPPORT

PORT OF CAMAS-WASHOUGAL
PORT OF RIDGEFIELD
PORT OF VANCOUVER
WASHINGTON DEPARTMENT OF TRANSPORTATION
CHINOOK TRAIL ASSOCIATION
WASHINGTON TRAILS ASSOCIATION
CLARK COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
VANCOUVER BICYCLE CLUB
FELIDA NEIGHBORHOOD ASSOCIATION
OLD EVERGREEN HIGHWAY NEIGHBORHOOD ASSOCIATION
ANNETTE CLEVELAND- STATE SENATOR, DISTRICT 49
MONICA STONIER- REPRESENTATIVE, DISTRICT 49
SHARON WYLIE-STATE REPRESENTATIVE, DISTRICT 49



24 South 'A' Street, Washougal, WA 98671 | www.portcw.com | 360.835.2196

October 24, 2019

To Whom It May Concern,

The Port of Camas –Washougal supports the Lewis and Clark Trail project to build a regional trail that will link the southeast corner of Clark County to the northwest corner and beyond, following the Columbia River border.

The Port maintains several key trail and park systems along the southeast corner of this project. Our 3-mile levee trail system (also called the Lewis and Clark Heritage Trail) along the Columbia River can be utilized by walkers, runners, bird-enthusiasts, horse-back riders and cyclists; this multi-use trail connects the Steigerwald National Wildlife Refuge to downtown Washougal. Captain William Clark Park's 85-acre green space can also be enjoyed while walking this levee trail.

Then our Washougal Waterfront Park & Trail is just under a mile of trail and an acre of park along the Columbia River. Majestic views of Mt. Hood and the entrance to the Columbia Gorge are destination viewpoints during your time at this trail and park. The Port also recently finished its Natural Play Area in June 2019 that is located along the trail that invites children to connect with nature through play and music.

The Lewis and Clark Trail vision is consistent with the Port of Camas-Washougal's vision of a comprehensive trail system that links communities with recreation, benefiting tourism, and highlighting and enhancing the beauty and wonder of the Columbia River. Trails provide intrinsic environmental, aesthetic and recreation benefits to our community. They are also a source of positive economic benefits and we recognize that trails are a good financial investment for our community.

We truly support Clark County in its efforts to partner with local agencies, like ourselves to see this project come to fruition.

Sincerely,

Kim Noah
Director of Operations
Port of Camas-Washougal



**PORT OF
RIDGEFIELD**
WASHINGTON

P.O. BOX 55
111 WEST DIVISION STREET
RIDGEFIELD WA 98642

October 23, 2019

Kevin Tyler, Interim Manager
Clark County Public Works, Parks & Lands Division
4700 NE 78th St.
Vancouver, WA 98665

Dear Kevin,

The Port of Ridgefield is in full and enthusiastic support of the National Park Service technical assistance grant application for the 50-mile Lewis and Clark Regional Trail in Clark County. Ridgefield is one of the fastest growing cities in Washington State. Currently, the Ridgefield area has 18,000 full-time residents and receives over 150,000 Ridgefield National Wildlife Refuge visitors per year. Support to build the Lewis and Clark Regional Trail is broad based and includes health, fitness, and recreation advocates.

The Ridgefield National Wildlife Refuge, a 5,300 acre refuge adjacent to the port's waterfront property and near downtown Ridgefield, received a \$5.252 million grant from the U.S. Fish and Wildlife Service to build their new office building with expected grant money coming in the following years for a visitor center, or Community Nature Center as it's been named. This comes shortly after the opening of a new trail along Carty Lake allowing residents and visitors in Ridgefield to safely walk, bike or push a stroller on a continuous loop between the City, the Ridgefield National Wildlife Refuge, and the Port or Ridgefield's waterfront property.

We have made vast improvements to the Ridgefield waterfront property to invite outdoor recreation. After a 20-year environmental cleanup, the port constructed a public boat launch and a three-quarter mile walking path which connects to the Refuge's new trail along Carty Lake. We have recently gone out to bid on the construction of a rail overpass, which when complete will allow safe passage for people and vehicles from downtown Ridgefield to the waterfront. The waterfront trail is constantly being utilized by constituents, and it is the home to many events including the Ridgefield Big Paddle which had over 500 kayakers on the water this year.

We believe the Lewis and Clark Regional Trail will greatly benefit Downtown Ridgefield, the Ridgefield National Wildlife Refuge, and the Ridgefield waterfront by stimulating tourism, recreation, health and business. The Lewis and Clark Regional Trail will be a tremendous asset for both residents and visitors to Ridgefield.

Thank you for your consideration,

Brent Grening, CEO

**PORT
COMMISSION**

SCOTT HUGHES
JOE MELROY
BRUCE WISEMAN

T: 360-887-3873
F: 360-887-3403
WWW.PORTRIDGEFIELD.ORG



Port of Vancouver USA

October 28, 2019

Mr. Kevin Tyler, Interim Manager
Clark County Public Works, Parks and Lands Division
Vancouver, WA 98685

Dear Kevin:

The Port of Vancouver USA is writing to express our strong support for the County's grant application for technical assistance from the National Park Service for the proposed 50-mile Lewis & Clark Regional Trail in Clark County.

The Port of Vancouver USA not only supports these efforts, but as you know we have completed two key lengths of the proposed trail over the past few years. We hope to continue those efforts with an additional length of trail through our Terminal 1 project within the next couple of years.

The trail developed by the port along our property on SR 501 draws a significant number of bicyclists and pedestrians and provides key access to Vancouver Lake and Frenchman's Bar State Park, adjacent to the Port of Vancouver USA.

Not only do trails such as the Lewis & Clark trail provide significant economic benefits to the communities they serve, for the Port of Vancouver USA these trails are a critical safety feature that separate bicyclists and pedestrians from freight traffic. With an estimated 3,300 freight trips per day, the separated bike/ped trail adjacent to port properties is critical to the safety and well-being of our residents.

The Lewis & Clark trail vision is consistent with the Port of Vancouver USA's vision of a comprehensive trail system that links the community to access recreation and exercise while providing health and safety benefits to the community, while creating tourism and economic development opportunities throughout Clark County. We believe the completion of this trail system will be a tremendous asset for all of Clark County and strongly support this grant application.

Sincerely,

Mike Bomar
Director of Economic Development
Port of Vancouver USA

3103 NW Lower River Road, Vancouver, WA 98660 ♦ (360) 693-3611 ♦ Fax (360) 735-1565 ♦ www.portvanusa.com



**Washington State
Department of Transportation**

Southwest Region
11018 Northeast 51st Circle
Vancouver, WA 98682-6686
360-905-2000 / FAX: 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

October 24, 2019

Mr. Kevin Tyler
Interim Manager
Clark County Public Works
Parks & Lands Division
Vancouver, WA 98665

Dear Kevin:

The Washington State Department of Transportation (WSDOT) would like to express our support of the creation of a master plan and future implementation of the Lewis and Clark Regional Trail in Clark County. The concept plan supports WSDOT's vision of providing a safe, sustainable, and integrated multimodal transportation system.

The 46-mile regional trail will connect communities from Ridgefield to Washougal along the northern bank of the Columbia River. The path to future implementation of this trail will strengthen regional partnerships. The trail will also provide benefits that include, improving access to healthy recreation, ecotourism, and enhanced access to the Columbia River.

Thank you for including WSDOT as a stakeholder in this process. We look forward to working with you in the implementation of the Lewis and Clark Regional Trail. If you need additional information, please contact Ms. Judith Perez, AICP, Southwest Region Multimodal Development Manager, at (360) 905-2053.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Carley Francis', with a long horizontal line extending to the right.

Carley Francis, AICP
Regional Administrator
WSDOT Southwest Region



P.O. Box 61686, Vancouver, WA 98666 • 360-993-0040 • ctaoffice@mail.com
www.chinooktrails.org

June 16, 2016

Bill Bjerke

Clark County Parks Manager

4700 NE 78th St

Vancouver, WA 98665

Dear Mr Bjerke,

The Chinook Trail Association wishes to endorse the Clark County Parks in its application to the National Park Service for a planning grant to plan the Lewis and Clark Trail.

We will be glad to participate in this process and assist in any way we can in developing the concept prior to construction.

I participated in the planning process conducted by the US Forest Service shortly after the Columbia River National Scenic Area was enacted. Not only did they lay out the Lewis and Clark Trail as a concept for future development but also at the same time roughly determined the route of the Chinook Trail, a 300 mile loop trail; encircling the Columbia River Gorge, Vancouver, Mary Hill, Biggs to Portland. The Lewis and Clark Trail would connect with the Chinook Trail in the area of Cape Horn.

The Lewis and Clark Trail is a vital linkage of the urban environment with the more primitive mountainous region in the Columbia River Gorge. CTA endorses this concept and planning process.

Respectfully submitted,

Don Cannard

Co-founder of the Chinook Trail Association

cc: CTA Board



Washington Trails Association

705 Second Avenue, Suite 300, Seattle WA 98104 • 206.625.1367 • wta.org

October 24, 2019

Kevin Tyler, Interim Manager
Clark County Public works, Parks and Lands Division
4700 NE 78th Street
Vancouver, WA 98665

RE: Lewis and Clark Regional Trail

I am writing on behalf of Washington Trails Association to express our strong support for Clark County's work on the master plan report for the Lewis and Clark Regional Trail as a part of the National Park Service Rivers, Trails and Conservation Assistance program grant awarded in 2016.

Washington Trails Association has a more than 50-year legacy of engaging the hiking community. WTA enhances hiking experiences in Washington state by empowering a diverse and growing community of hikers to explore, steward and protect trails and public lands. WTA is the nation's largest state-based trail maintenance and hiking advocacy nonprofit organization, with more than 15,500 member households and an online community of more than 100,000. Each year more than 5,000 WTA volunteers perform over 160,000 hours of trail maintenance across the state.

A completed Lewis and Clark Regional Trail has potential to be a cornerstone of a regional trail system in Clark County and Washington Trails Association is proud to express support for this project. Regional trails like the Lewis and Clark Regional Trail create a multitude of possibilities for local communities. They can act as transit, connect towns and communities together, improve accessibility for underserved communities, and offer opportunities to connect with nature and improve public health and wellness by getting outside.

This unique regional trail will provide connections to the Bi-State regional trail system reaching into Oregon and connecting to the Columbia River Gorge, and tell the diverse history of the Pacific Northwest.

Projects like the Lewis and Clark Regional Trail require immense planning, collaboration, and cross-governmental communication to take place. We commend the work done by Clark County on this project and look forward to seeing this trail change the region for generations to come.

Sincerely,

Andrea Imler
Advocacy Director
Washington Trails Association

To: Kevin Tyler, Interim Manager
Clark County Public Works, Parks and Lands Division
4700 NE 78th Street
Vancouver, WA 98665

Re: Support for Lewis and Clark Regional Trail

To Whom It May Concern;

The Clark Communities Bicycle and Pedestrian Advisory Committee (CCBPAC) fulfills a vital role to advise county and participating city and state government staff on matters involving bicycle and pedestrian transportation. Clark County's adopted Bicycle and Pedestrian Master Plan includes prioritization on network improvements for walkways, on-street bikeways and regional pathway development.

The CCBPAC mainly focuses on the bicycle and pedestrian users of Clark County. The CCBPAC also supports all Clark County residents in exploring and accessing all the great activities and experiences our unique area offers. The Lewis and Clark Regional Trail is a huge step in helping Clark County reach the goals of the of Bicycle and pedestrian master plan and creating great access opportunities. The CCBPAC asks that as the trail plans are developed, the design team keeps in mind, and respects, those activities in the county which have limited access areas that could be impacted by the trail construction.

The concept plan for the Lewis and Clark Regional Trail aligns with our vision for shared pathways that promote alternative transportation in local communities. The trail will connect communities from the southeast corner to its northwest corner following the Columbia River border. These connections will help communities work together to seek funding opportunities and share resources that will help to stretch funding when possible.

Based on the benefits of developing the Lewis and Clark Regional Trail in Clark County, including increasing community-based recreational opportunities, increased public access, tourism, economic growth, public health improvements, and environmental education, the CCBPAC supports the concepts of the trail plan for multi-use pathways for the 50-mile regional trail. Connection to other trails both within and beyond Clark County boundaries magnifies the possibilities for this exciting project.

Sincerely,



Michael Andreotti, Chair

Anna Dearman, Vice Chair
Jack Androvich
Steven Koch
Sherrie Thomas
Dan Packard

Marlin Brinkley
Jerrold Castillo
Bill Baumann
Tom Baltes
Garrett Hoyt

November 5, 2019

To:

Clark County Public Works
Parks and Lands Division
4700 NE 78th Street
Vancouver, WA 98665

To Whom It May Concern:

The Vancouver Bicycle Club is a club of diverse members who value using the bicycle for recreation, transportation, and physical fitness. We include all types of riders from road cyclists, mountain bikers, e-cyclists, and trikers. We encourage beginners to find their niche. Our number one concern is always safety.

A 50-mile trail connecting far ends of the county for tourism, healthy exercise, and economic growth is a dream come true. Everyone likes to feel safe, but especially newer riders. Some of this route is on trails, some not – a good mix that will encourage both the person who has been meaning to start riding and the daily commuter.

A connected cross-county route is a perfect fit for our club which draws members from across the county, Vancouver and all the small cities.

We need a healthier environment and population in Clark County, and the Vancouver Bicycle Club welcomes and supports the plan for the Lewis and Clark Regional Trail.

Sincerely,

Jan Verrinder



Jan Verrinder
Vancouver Bicycle Club
racc@vbc-usa.com
360-607-3271

September 30, 2019

Clark County L&C Trail -- public agencies, coordinators, and partners:

As an elected president of the Felida NA Board, NA Parks Committee co-chair, and community member of Clark County, I wrote several letters of support for the Clark County Lewis & Clark Trail segment (L&C Trail). The Felida NA Board, committees, and many community members are impressed by the research, analysis, coordination, proposals, and planning by: federal, state, county, city, public agencies; Intertwine, nonprofit, and community groups partnering to design, fund, and build the L&C Trail to celebrate national and local history, places, people, trails, recreation, and nature.

The L&C Trail 656-square-mile project with 50-mile trail was formally approved and added to the Clark County Recreation and Open Space Plan by the Clark County Board of Councilors in 2015 -- after public hearings and input from public agencies and community. Partnerships at national, state, regional, local jurisdictions and nonprofit levels followed in 2015 - 2019.

The majority of the L&C Trail is planned along/near the mighty Columbia River -- the route for the Corps of Discovery exploration/journey west. A portion of it is located west and near Felida NA boundaries. There are several strategic locations within Felida NA that could be utilized to maximize access to the L&C Trail and connect existing/proposed public parks, trails, open spaces, and pedestrian/biking corridors to provide access to public outdoor recreation opportunities; improve physical/mental health and quality of life; and reduce traffic and air pollution caused by motorized vehicles by providing routes for running/jogging, walking, biking, or wheelchairs.


At every major public event (5,000 - 10,000 participants) held within Felida NA boundaries (e.g., annual Kline Kids Fishing and July 4 Felida NA Children's Parade/community celebration) participants expressed anticipation and support for the L&C Trail, historic significance, education, outdoor recreation, and value-added benefits to the community for generations. Therefore, Felida NA Board, Parks Committees, and many community members hope that interpretive plaques, story/photo boards, history, and maps will be posted along the trail to provide a glimpse into the past and present population groups, cultures, leadership, and traditions.

Sharing some of the Corps of Discovery and key leaders' experiences could demonstrate human vulnerability, ingenuity, and adaptability as part of the struggle to survive and persevere. It should include some of the intended and unintended consequences of competing/common goals, diplomacy, and negotiation; personal sacrifices; and commitment to the mission to reach the ocean and provide information. This could be provided on the website, at strategic vista points, and/or information kiosks along the trail or in the public libraries. Many community members are anticipating to understand history and experience some of the "awe and ahas" that the L&C Corps of Discovery members experienced while exploring and documenting uncharted areas, topography, geography, geology, bodies of water, access routes; people, fauna, flora; natural, social, economic and physical resources.

In addition, the Felida NA Board and NA's Parks Committees are impressed with the L&C Trail project work group; intra- and inter-jurisdictional joint efforts, cooperation, coordination, collaboration and communication to deliver a meaningful project effectively and efficiently. This team combines diverse group of policy-/decision-makers, community leaders, staff and coordinators, and decades of professional/personal experience and training.

Furthermore, the local L&C Trail segment is a key piece of a puzzle that will connect other L&C trail segments efficiently and effectively; increase recreational opportunities; and provide future connection to the Bi-state Regional Trail System – Washington/Oregon. When completed, the Clark County L&C Trail could result in a tangible sense of personal connection to nature, open spaces, outdoor recreation, new destination places, and a sense of pride, hope, and goals to preserve, conserve, and protect diminishing natural resources and environment for future generations.

If you have any questions or need more information, please contact me: Felida Neighborhood Association, President, c/o P.O. Box 61552, Vancouver, WA 98666, 360-573-4030, or timberline713@gmail.com.



Dr. Milada Allen, President

Felida Neighborhood Association (+/-17,000ppi)

Dode Jackson

October 21, 2019

7809 SE 17th Street

Vancouver, WA 98664

Laura Hoggatt

Resource Development Coordinator / Planner II

Public Works Parks & Lands Division

4700 NE 78th Street

Vancouver, WA 98665

Dear Dan,

Old Evergreen Highway Neighborhood Association (OEHNA) supports the Lewis and Clark Regional Trail with the understanding that the trail will be build alongside the Old Evergreen Highway. This trail design is consistent with the OEHNA Neighborhood Action Plan and our efforts with City Transportation Department to design and construct the existing and future sections of the trail adjacent Old Evergreen Highway.

The creation of a pedestrian facility alongside Evergreen Highway is the purpose of the Trail Coalition which was formed as a WA corporation in December 13, 2010. The Trail Coalition has representation from OEHNA and Columbia River Neighborhood Association CRNA, (formerly called the East Old Evergreen Highway Neighborhood Association). The current Trail Coalition board is:

Rick Takach- Chair

Dode Jackson- Co-Chair OEHNA

Chris Kellogg- Co-Chair OEHNA

Serena Lucey- Chair CRNA

Wenonah Purchase- resident

Sincerely,



Dode Jackson

Co- Chair OEHNA



Washington State Senate

220 John A. Cherberg Building
P.O. Box 40449
Olympia, WA 98504-0449

Senator Annette Cleveland
49th Legislative District

Annette.Cleveland@leg.wa.gov
Phone: (360) 786-7696

September 26, 2019

Kevin Tyler, Interim Manager
Clark County Public Works, Parks & Lands Division
4700 NE 78th Street
Vancouver, WA 98665

Dear Mr. Tyler;

As State Senator for the 49th Legislative District, I would like to express my support for the development of the 50-mile Lewis and Clark Regional Trail in Clark County, Washington. Creating a pedestrian/cycling transportation corridor along the southeast to northwest corners of Clark County is of great benefit in the continuing efforts to connect our neighborhoods and communities. Additionally, the City and Port of Vancouver Waterfront Park projects, which has seen significant state investment, are vital contributing segments of this project. The Lewis and Clark Regional Trail is critical in that ongoing work.

Local constituents have indicated walking and hiking trails as their top recreational priority. This project is in response to area goals to connect communities and larger trail systems. The Lewis and Clark Regional Trail will meet local and state goals through the following:

- **Improves access equity:** The trail will be ADA accessible when possible, providing a trail experience for all individuals regardless of ability or socioeconomic status.
- **Asserts Recreation as a vital public service:** Physical activity reduces health risks and studies show that walking in nature provides numerous mental health benefits. Trails are identified as a major contributor to fitness of communities and promoting health.
- **Economic benefits:** As people visit to walk the trail there is potential to help revitalize local businesses and increase tourism. Local parks and trails have also been identified as a deciding factor for individuals and families purchasing a home.

I fully support the Lewis and Clark Regional Trail master plan and any applications for funding support. As Clark County continues to grow, individuals and families in the 49th, surrounding communities and visitors from all over will have an opportunity to benefit from this trail system. Connection to other trails beyond Clark County boundaries, including the bi-state and national trail system magnifies the possibilities for this exciting project.

Best,

Annette Cleveland
State Senator, 49th Legislative District



Legislative Building

Washington State Legislature

Olympia, WA 98504-0600

Kevin Tyler, Interim Manager
Clark County Public Works, Parks & Lands Division
4700 NE 78th Street
Vancouver, WA 98665

Dear Mr. Tyler;

As Representative for Legislative District 49, I am well aware of the positive growth rate of diverse populations within Clark County. From 2010 to 2018, Clark County experienced a population increase of 56,494 and a positive growth rate of 13.3% over the numbers reported in 2010. Identified as one of the top five counties within the state, this growth rate is higher than the 12% reported for the state from 2010 to 2018. With an increase in population, the need for parks, trails and recreation also grows.

I would like to express my support for development of the 50-mile Lewis and Clark Regional Trail in Clark County, Washington. The trail will connect communities from the southeast corner to its northwest corner following the Columbia River border. This endeavor also helps to create a pedestrian/cycling transportation corridor. The City and Port of Vancouver Waterfront Park projects are vital contributing segments of the project.

Local constituents have indicated walking and hiking trails as their top recreational priority. This project is in response to area goals to connect communities and larger trail systems. The Lewis and Clark Regional Trail will meet local and state goals through the following:

- **Improves access equity:** The trail will be ADA accessible when possible, providing a trail experience for all individuals regardless of ability or socioeconomic status.
- **Asserts Recreation as a vital public service:** Physical activity reduces health risks such as stroke, heart disease, diabetes and other health conditions. Trails are identified as a major contributor to fitness of communities and promoting healthy lifestyles. Studies show that walking in nature provides numerous mental health benefits as well.
- **Economic benefits:** As people visit to walk the trail there is potential to help revitalize local businesses and increase tourism. Local parks and trails have also been identified as a deciding factor for individuals and families purchasing a home.

For these reasons and more, I fully support the Lewis and Clark Regional Trail master plan and any applications for funding support. Individuals and families in District 49, surrounding communities and visitors from all over will have an opportunity to benefit from this trail system.

Connection to other trails beyond Clark County boundaries, including the bi-state and national trail system magnifies the possibilities for this exciting project.

Best,

A handwritten signature in black ink that reads "Monica Stonier".

Representative Monica Stonier, District 49

STATE REPRESENTATIVE
49th LEGISLATIVE DISTRICT
SHARON WYLIE

State of
Washington
House of
Representatives

HOUSE TRANSPORTATION
VICE CHAIR
FINANCE
TECHNOLOGY & ECONOMIC
DEVELOPMENT COMMITTEE

September 18, 2019



Kevin Tyler, Interim Manager
Clark County Public Works, Parks & Lands Division
4700 NE 78th Street
Vancouver, WA 98665

Dear Mr. Tyler;

The purpose of this letter is to express my strong support for development of the 50-mile Lewis and Clark Regional Trail in Clark County, Washington. As Clark County's population continues to grow, the need for parks, trails and recreation also grows.

The trail will connect communities from the southeast corner of Clark County to its northwest corner following the Columbia River border. This endeavor also helps to create a pedestrian/cycling transportation corridor. The City and Port of Vancouver Waterfront Park projects are vital contributing segments of the project and connection to other trails beyond Clark County boundaries, including the bi-state and national trail system magnifies the possibilities for this exciting project.

Local constituents have indicated walking and hiking trails as their top recreational priority. This project is in response to area goals to connect communities and larger trail systems. The Lewis and Clark Regional Trail will meet local and state goals through the following:

- **Improves access equity:** The trail will be ADA accessible when possible, providing a trail experience for all individuals regardless of ability or socioeconomic status.
- **Asserts Recreation as a vital public service:** Physical activity reduces health risks such as stroke, heart disease, diabetes and other health conditions. Trails are identified as a major contributor to fitness of communities and promoting healthy lifestyles.
- **Economic benefits:** As people visit to walk the trail there is potential to help revitalize local businesses and increase tourism. Local parks and trails have also been identified as a deciding factor for individuals and families purchasing a home.

Individuals and families in Legislative District 49, surrounding communities and visitors from all over will have an opportunity to benefit from this trail system. For these reasons and more, I fully support the Lewis and Clark Regional Trail master plan and any applications for funding support.

Warm regards,

Sharon Wylie
State Representative
49th Legislative District

LEGISLATIVE OFFICE: 310 JOHN L. O'BRIEN BUILDING • PO BOX 40600, OLYMPIA, WA 98504-0600 • 360-786-7924

E-MAIL: Sharon.Wylie@leg.wa.gov

TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TDD: 1-800-635-9993 • www.leg.wa.gov

PRINTED ON RECYCLED PAPER

LETTERS OF COMMENT

LETTERS OF COMMENT

WILDLIFE WORKSHOP MATERIAL

WILDLIFE WORKSHOP MATERIAL

CONTRIBUTIONS

PLANNING TEAM

CLARK COUNTY

BILL BJERKE (*retired*)

KEVIN TYLER

LAURA HOGGATT

PATRICK LEE

NATIONAL PARK SERVICE

DAN MILLER

BRIANNA TRUDEN

GRAPHIC DESIGN AND PLAN PRODUCTION

BRIANNA TRUDEN

VISUAL ARTISTS

BRIANNA TRUDEN

TORY CALLAHAN

ASLA OREGON LIAISON

ROBIN WILCOX

A Special Thanks To

CLARK COUNTY PARKS ADVISORY BOARD

Barbara Anderson

Dave Weston

Jay Chester

John Spencer

Kelly Punteney

Kelsey Potter

Stacy Kysar

CLARK COUNTY VOLUNTEER PHOTOGRAPHERS

E. Paul Peloquin

Glen Erickson

Michael Schumaker

Renee' LaFountain

Steve Bergman

And An Extra Special Thanks To

Kelly Punteney and the numerous people who have been the long-time champions of the Lewis and Clark Regional Trail since the 1980s, you know who you are; and your work and vision has been essential in building this concept plan!