

Portland-Vancouver

# BI-STATE REGIONAL TRAILS SYSTEM PLAN

The Bi-State Regional Trails System Plan will be used to identify, plan for and fund the next generation of trail development in the Portland, Oregon and Vancouver, Washington metropolitan region. To find out more visit [www.theintertwine.org](http://www.theintertwine.org)

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## INTRODUCTION

• People in the Portland, Ore.-Vancouver, Wash. metropolitan  
• region have long envisioned a network of trails and greenways  
• connecting cities and suburbs to other communities and to  
• nature. The planned network includes 37 regional trails: 20 in the  
• Portland metropolitan area and 17 in Clark County. More than  
• 250 miles of regional trails on both sides of the Columbia River  
• already provide bicyclists, pedestrians, equestrians and paddlers  
• access to nature and a safe, enjoyable means of transportation. A  
• long-term vision for the region includes 950 miles of trails that  
• will link 32 cities, six counties and two states. Previous efforts  
• to implement this vision have been successful, though largely  
• accomplished through the independent work of local and federal  
• governments, community organizations and trail advocates. To  
• fully leverage what has been built and accelerate development of  
• future trails, the Bi-State Regional Trails System Plan was created  
• to identify completed trail segments, coordinate efforts, and plan  
• for and fund future trail development. Successful coordination  
• will accelerate the completion of the trail network. The Bi-State  
• Trails System Plan builds on more than 100 years of regional and  
• state trail planning. For a history of regional trail planning efforts,  
• see Appendix A.





Rock Creek Trail, Hillsboro. Mike Houck photo.

## THE INTERTWINE: A REGIONAL VISION FOR THE FUTURE

The Bi-State Regional Trails System Plan is a key part of The Intertwine. The Intertwine Alliance was launched in 2007 to coordinate the efforts of local businesses, non-profit organizations, government agencies and citizens to build the world’s greatest network of parks, trails and natural areas. The Intertwine bridges the Columbia River and leverages existing regional trails to create an overall plan for future development. The Intertwine Alliance recognizes the importance of planning and building trails to provide increased access to nature, facilitate safe places for pedestrians and bicyclists to travel and promote physical activity. All of these goals have been recognized as essential to the creation of a livable, sustainable region.

## A PRESCRIPTION FOR OUR COMMUNITIES: THE BENEFITS AND NEED FOR TRAILS

Access to parks and natural areas close to home and work has become increasingly important to communities’ health and well being. The ability to travel, exercise and recreate on trails has been identified by the public as a top priority in surveys conducted by local, state and federal parks and recreation providers. There are a number of compelling reasons for building regional trails, they include:

- improve public health and reduce health care costs by combating heart disease and obesity rates
- reduce congestion and transportation costs with fewer cars on the road

- provide inexpensive alternatives to automobile use
- foster the development of dynamic, mixed-use communities
- provide safe corridors for people of all ages and abilities to travel
- provide important connections to nature
- trails can increase property values and economic development opportunities for local communities.

### What are regional trails?

A regional trail is a 10- to 12- foot, off-street path. The design depends on the type of trail and environment. For example, trails may be unpaved if there’s a paved, accessible alternative. Existing streets and roads may be included as part of a trail segment. They may be in rivers or waterways. Regional trails are usually larger in scope than neighborhood trails, crossing community lines and linking cities. They also form connections between parks, natural areas and other trails. These trails can be destinations in themselves or provide users access to the places they live, work, shop and play. Regional trails are unique in that they provide myriad benefits for individuals, neighborhoods and whole regions.

The Portland-Vancouver metropolitan region is defined equally by its regional waterways and water trails as by its land trails. Water trails provide a great opportunity for citizens of all ages to enjoy local waterways, learn about them through direct experiences, and value their importance to the quality of life in the Northwest. Water trails connect people with our waterways and are valuable resources for recreation, education, and stewardship.

### Connecting communities

Two regional trails connect Oregon and Washington along the Interstate 5 and Interstate 205 bridges. This plan prioritizes future bi-state connections and benefits non-motorized, safe travel options for communities in both states.

The plan also includes trail connections beyond the Portland-Vancouver region, east through the Columbia River Gorge, north

to Mount St. Helens, west into the foothills of the coast range, east to Mount Hood and south through the Willamette Valley. The proposed extensions demonstrate the potential to provide trail connections to significant regional destinations.

The 37 recommended regional trails were chosen collaboratively in each state. In Oregon, Metro's Blue Ribbon Committee for Trails, in partnership with local jurisdictions and advocates, developed 20 regional priority trails in the fall of 2008. The trails were nominated by trail "champions" who had been working on and vetting proposals for several years. In Washington, the 17 recommended trails were identified in the Clark County Trails and Bikeway Plan in 2006. Trails within the City of Vancouver were also identified in the Vancouver Paths and Trails Master Plan (2004). During the development of both these plans, the 17 recommended regional trails received extensive public input and participation.

#### The Chinook Trail

Two hikers rest on the summit of Silver Star Mountain, at 4,390 feet they are the highest points among the ridges and peaks that rim the Columbia River Gorge. Looking out across the cities of Portland and Vancouver to the south, then east to Mt. Adams and north to Mount St. Helens they have a vision even greater than the view. They envision a 300 mile trail connecting the most rugged, pristine and unique landscapes of the Columbia River Gorge with its communities forming one grand loop across both Washington and Oregon. It would be called the Chinook Trail.

-Ryan Ojerio, *Washington Trails Association magazine Sept.-Oct. Issue 2009.*

## Functions and benefits of regional trails

Trails help create vibrant, livable communities. A regional trail system forges important connections and can enhance everything from parks and natural areas to schools, libraries, shopping and cultural centers by providing a safe way for pedestrians and bicyclists to go where they want, without having to travel on busy streets. Some key benefits of a regional trails system include:

### Regional growth management and greenhouse gas reduction

A trail system connected to on-street biking and walking facilities and public transportation helps the region maintain a compact urban form and reduce dependence on the automobile. This interconnected system will contribute to livability and reduce greenhouse gases by promoting non-vehicular travel. Active transportation initiatives in the Portland and Vancouver metropolitan areas are working together to integrate the regional trail system with the on-street network and increase pedestrians and bicycle infrastructure.

Active transportation refers to an integrated network of bike and pedestrian trails, separated bikeways, bike lanes and sidewalks with strong connections to public transportation, supported by programming and education. Regional trails are a critical component of an active transportation network. They provide safe and green facilities for recreation, commuting and access to nature, increase the number of people walking and biking, reduce transportation costs, reduce our impact on the environment, improve community and individual health, strengthen the economy and provide enjoyment to residents of the region.

### Promote healthy lifestyles

Of the Vancouver-Portland region's two million residents, approximately 60 percent are overweight and 25 percent are obese<sup>1</sup>. In fact, the State of Oregon has the highest obesity rate west of the Rocky Mountains<sup>2</sup>. The Bi-State Regional Trails System Plan will increase access to trail information and use for residents and visitors. Several programs have been developed in response to national concerns about health and well being. Metro partnered with Kaiser Permanente to develop the "Walk There!" Guide, a publication outlining 50 walks in urban natural areas,

scenic parks, historic neighborhoods and main streets in and around Portland and Vancouver. The book includes easy-to-read maps and descriptions to help people discover the region's rich history and varied landscapes while experiencing the benefits of walking.

Recognizing the need to provide more information about trails and other walking opportunities in Southwest Washington and address obesity issues, the user-friendly "Walkaround Guide" was developed through a partnership among Clark County Community Choices, Kaiser Permanente and Vancouver-Clark Parks and Recreation. In addition to being distributed through the usual venues, the guide was distributed by physicians as a prescription for healthier lifestyles. The guide includes 10 maps designed to get people walking on Clark County trails. At the end of the first year, most users reported that the guide helped them to be more physically active. On average, they had walked the trails three to five times. The Bi-State Regional Trails System Plan calls for a central website that combines these guides with trail information for the region's six counties, further increasing trail use and improving health.

### Access to nature

Trails offer access to streams, wetlands, forests and wildlife habitat. This in turn fosters an appreciation of nature and encourages environmental stewardship. Trail users have an opportunity to encounter solitude and a contemplative experience in a natural setting. In his book "Last Child in the Woods," author Richard Louv brought nature-deficit disorder to the nation's attention. The national "No Child Left Inside" agenda seeks to address the problem by providing access to nature.

Children are less likely to get exercise outdoors than they were ten years ago<sup>3</sup>. Parents are more likely to encourage their children to exercise outdoors if the activities are closer to home and inexpensive. Trails offer a safe, free setting for families to participate in outdoor activities by connecting to park and greenway systems.



### Regional trails support tourism and economic development

Regional trails support tourism, increase property values and provide economic development opportunities<sup>4</sup>. The Portland-Vancouver metropolitan area has experienced an upward trend in trail use, especially regional trails. Several facts support the relevance of inter-connected trails:

- studies have found that trails can bring as much as \$1 million annually to a community<sup>5</sup>
- nationally, trail-related expenditures range from less than \$1 per day to more than \$75 per day
- houses with the above-average walkability command a premium of about \$4,000 to \$34,000 over houses with average walkability in the typical metropolitan area<sup>6</sup>
- the U.S. National Park Service notes that increases in property values range from five to 32 percent when adjacent to trails and greenways
- quality of life is an increasingly important factor when businesses relocate, and trails and greenways are often cited as important contributors to quality of life.

Investment in regional trails can provide a catalyst for economic development and increase local tax revenues and tourism dollars. Regional trails may also divert use from over-burdened and failing public works infrastructure, which can be costly to construct and maintain and costly to a community's quality of life.

# THE BI-STATE REGIONAL TRAILS SYSTEM PLAN

Recognizing the benefits of trails, the plan identifies strategies that will increase the rate of trail planning, funding and development, while improving public knowledge and trail access.

## Improve community access to trails – The Intertwine web site

The Intertwine web page<sup>7</sup> will feature a “find-a-trail” tool that will allow users to search for trails, view trails that meet their search criteria and visually display each trail on a regional map. Each trail will have a detailed description, including trailheads, distance, surface type, photos, accessibility, contacts and maps. In addition, the web page will link to existing parks and trail web sites, allowing users to get directions to the trailhead by driving, biking, walking or taking public transportation. The “find-a-trail” web page will be designed to be a companion to the “find-a-park” web page.

Imagine a network of trails from your front door to the nearby parks and schools, to the river, to the coast, down the Willamette Valley to Salem, Corvallis and Eugene, to the Wine Country and to the Cascades or north to Mt. St. Helens, west to the Pacific or east to Mt. Adams. This may sound like a dream, but slowly and yet surely, it is actually being planned and built.

## Funding constraints and considerations for the Bi-State Regional Trails System Plan

The plan aims to leverage what has already been built and accelerate the development of future inter-connected trails. Through this partnership, local, state, regional, federal and private organizations in Oregon and Washington demonstrate their commitment to fund and develop safe, non-motorized opportunities to travel around the region. Meshing well with federal proposals to increase funding for national parks and trails, alternative transportation and climate change initiatives, this plan promotes the importance of regional partnerships, the health of local communities and thoughtful, sustainable planning.

Funding for regional trail construction has historically come from a variety of federal, state, and local sources. Construction has been impeded by limited funding specifically geared toward the creation and maintenance of non-motorized pathways. As a result, trails compete for resources against other transportation projects, including roads and bridges. Completion of the Bi-State Regional Trails System Plan will integrate alternative travel with a comprehensive transportation system along high-use corridors, creating non-motorized access to local communities including natural areas, transit systems, schools and shopping, and employment centers.

In Washington, state funding for regional trails has historically been strong. But it is tied to recreational trails, and making the case for greater community benefits is sometimes challenging. Additionally, trails funding is extremely competitive at a statewide level.

In Oregon, state funding has not been a priority for urban transportation trails or recreational trails. State gas tax revenues cannot be used outside the right-of-way<sup>8</sup>, and lottery funds, potentially useful for recreation trails, have been set-aside for other purposes. New priorities and economic development strategies may be changing the situation, making this a good time to pursue state funding opportunities.

There are significant barriers to adequate federal funding of regional trails, including procedures that support highway

construction but do not incorporate trail construction or planning. Cumbersome acquisition requirements also create negative public perceptions, leading property owners to worry about condemnation by local governments. State standards for roads and highways are usually not appropriate for trail development. Efforts to meet local, state and federal requirements, including intergovernmental agreements, can become time-consuming and duplicative. Trails often have to compete for existing funding that can be also used for roads, bridges and highways.

The Bi-State Regional Trails System Plan addresses these barriers by seeking to promote and coordinate future funding opportunities between Oregon and Washington governments, incorporating long-term planning that can correspond with other regional transportation projects, developing new tools for trail access and awareness and connecting communities along important transportation corridors.



## CONCLUSION

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. The anticipated outcomes include:

- increase public use of safe, accessible trails and pathways
- strengthen the economy, reduce transportation costs and our impact on the environment
- improve community and individual health
- increase access to nature
- reduce greenhouse gas emissions
- encourage development of bi-state partnerships through regional coordination
- coordinate and leverage existing trail plans into one document, enabling the region to compete for funding.

The intended long-term result is more clearly articulated: to leave a legacy of trails that will promote healthy communities where our grandchildren’s children can thrive.

## Special acknowledgements

This plan was created by the Bi-State Regional Trails System Planning team, a working group of The Intertwine Alliance, and includes representatives from the Urban Greenspaces Institute, Vancouver-Clark Parks and Recreation, Metro and the National Parks Service. The National Park Service has supported this project with technical assistance from the Rivers, Trails and Conservation Assistance program and financial support through the Challenge Cost Share program.

Imagine filling your bike basket with local fare from the Vancouver’s Farmer’s Market at Esther Short Park, and riding west along the mighty Columbia River, then north along the reflective waters of Vancouver Lake filled with migratory waterfowl. Climb east riding along the rich Salmon Creek Greenway, then continuing north you seamlessly connect to the Chelatchie Prairie Rail with Trail to the East Fork of the Lewis River, stopping on its banks by Moulton Falls to enjoy lunch.

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# Battle Ground-Fishers Landing Trail



**BATTLE GROUND-FISHERS LANDING TRAIL - 16.1 MILES**  
 Provide a north-south trail that connects the Columbia River in Fisher's Landing to Battle Ground Lake State Park, by following portions of Lacamas and Lower Fifth Plain Creeks, China Ditch, and the Chelatchie Rail with Trail.

**TRAIL FACTS:**

- Provides the community access to experience several significant waterway ecosystems.
- Connects the schools and Hockinson High, Hockinson Meadows Community Park, and Harmony Sports Complex.
- Creates connections between employment areas in Battle Ground and east Vancouver.
- Connects the Lewis and Clark Columbia River Discovery Trail with the Chelatchie Prairie Rail with Trail.
- Provides equestrian access as the trail travels outside of City of Vancouver limits.

**PARTNERS:**

Battle Ground School District, City of Battle Ground, City of Vancouver, Clark County, Community of Hockinson





# Camp Bonneville Trail



## CAMP BONNEVILLE TRAIL - 12.1 MILES

Provide an east-west trail that connects the City of Camas and Department of Natural Resources land to the future Camp Bonneville Regional Park in eastern Clark County by connecting the north end of Lacamas Lake Trail to the east end of the Salmon Creek Trail located at the headwaters of Salmon Creek.

### TRAIL FACTS:

- Connects eastern Clark County with State Natural Resource lands and trails.
- Provides access to the Lacamas Creek watershed ecosystem.
- Creates many loop opportunities with Lacamas Lake Trails, and the future Green Mountain, Camp Currie and Camp Bonneville Regional Parks.
- Provides equestrian access as the trail travels outside of City of Vancouver limits.

### PARTNERS:

City of Camas, City of Vancouver, Clark County, Department of Natural Resources, Green Mountain Golf Course



# Chelatchie Prairie Rail with Trail



**CHELATCHIE PRAIRIE RAIL WITH TRAIL - 33 MILES**  
 Develop a multi-use trail within the county-owned right-of-way that provides a non-motorized travel alternative for Clark County residents that travels diagonally between Lakeshore Avenue in Vancouver to Chelatchie Prairie in north-east Clark County that is compatible with the natural and cultural resources within the corridor.

**TRAIL FACTS:**

- Creates connections between employment centers and neighborhoods in Vancouver, Brush Prairie, Battle Ground, and Yacolt.
- Increases the rate of bicycling, walking, and equestrians in Clark County by providing a safe and inviting trail that connects the Burnt Bridge Creek Trail, Salmon Creek Trail, Battle Ground Lake State Park, and Battle Ground-Fishers Creek Trail.
- Creates loop trail opportunities with the Burnt Bridge Creek Trail, Battle Ground Lake Trail, and Salmon Creek Trails.
- Connects to a state-wide trail system.
- Completes a portion of the trails component identified in the Hwy 99 Sub-Area Plan.
- Uses 6.5 miles of existing trail and approximately 4 miles of future street improvements, for an approximate total of 22.5 miles of trail in right of way.

**PARTNERS:**

City of Battle Ground, City of Vancouver, City of Yacolt, Clark County, Chinook Trails Association, Clark County Executive Horse Council, Department of Natural Resources, Washington State Parks, Washington Trails Association



# East Fork Lewis River Greenway Trail



**EAST FORK LEWIS RIVER GREENWAY TRAIL - 28.4 MILES**  
 Develop an east-west trail that connects Paradise Point State Park west of La Center to Sunset Falls south of Yacolt to provide access along approximately 1,000 acres along the East Fork of the Lewis River.

**TRAIL FACTS:**

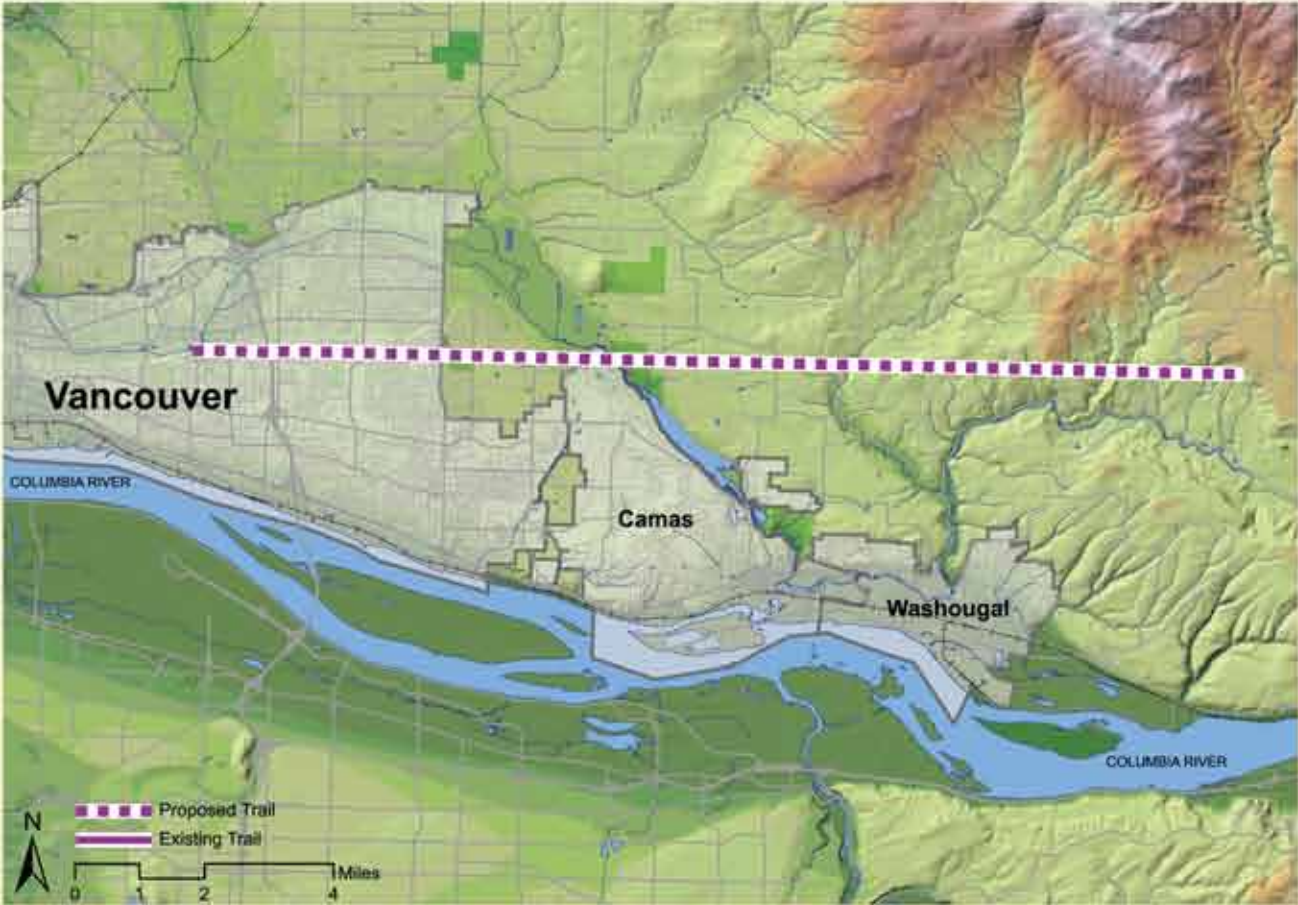
- Provides a recreational trail that is compatible with state-designated priority habitat of migratory waterfowl, wintering bald eagles, and riparian habitat.
- Creates trail loop opportunities with Paradise Point, Sternwheeler, Daybreak, Lewisville, Lucia Falls, and Moulton Falls Parks.
- Provides access to an existing publicly-owned 10-mile greenway system.
- Connects to the I-5, North-South, and Chelatchie Prairie Trails.
- Provides equestrian access.

**PARTNERS:**

City of La Center, Clark County, Washington State Parks, Washington Water Trails Association



# East Powerline Trail



**EAST POWER-LINE TRAIL - 16.5 MILES**  
 Provide an east-west connection between the Burnt Bridge Creek Trail at Burton Road in Vancouver to the boundary of Clark and Skamania counties under the Bonneville Power Administration transmission lines.

- TRAIL FACTS:**
- Provides a connection between the Burnt Bridge Creek, Lacamas, and Washougal River Greenways.
  - Connects neighborhoods in Vancouver, Camas and Washougal to employment centers and regional trail systems using on-and-off road alignments.
  - Makes trail connections to the Livingston Mountain/Dole Valley, Camp Bonneville, Lake-to-Lake, and I-205 trails.
  - Provides equestrian access as the trail travels outside of City of Vancouver limits.

**PARTNERS:**  
 City of Camas, City of Vancouver, City of Washougal, Clark County

# I-205 Corridor Trail



## I-205 CORRIDOR TRAIL - 13 MILES

Identify a route for pedestrians and bicycles to safely provide a non-motorized travel alternative for Clark County residents along the I-205 corridor from the southern end of Clark County that follows the I-205 alignment from the Glen Jackson Bridge, over the Columbia River to the northern terminus at Interstate 5 at Washington State University and Legacy Hospital.



### TRAIL FACTS:

- Connects neighborhoods with employment centers in Vancouver, Clark County, and Multnomah and Clackamas Counties.
- Creates connections to the East power-line, Lake to Lake, Padden Parkway, Chelatchie Prairie, North-South power-line, and I-5 Regional Trails.
- Provides a north-south active transportation connection across Clark County.



### PARTNERS:

City of Vancouver, Clark County, Community of Cascade Park, Community of Fairgrounds, Community of Orchards, Washington State University

# I-5 Corridor Trail



**I-5 CORRIDOR TRAIL - 22 MILES**  
 Identify a route for pedestrians and bicycles to safely provide a non-motorized travel alternative for Clark County residents along the I-5 corridor from the southern end of Clark County that follows the I-5 alignment from the Interstate Bridge over the Columbia River, to the northern terminus of Clark County at the North Fork of the Lewis River and Woodland in Cowlitz County.

**TRAIL FACTS:**

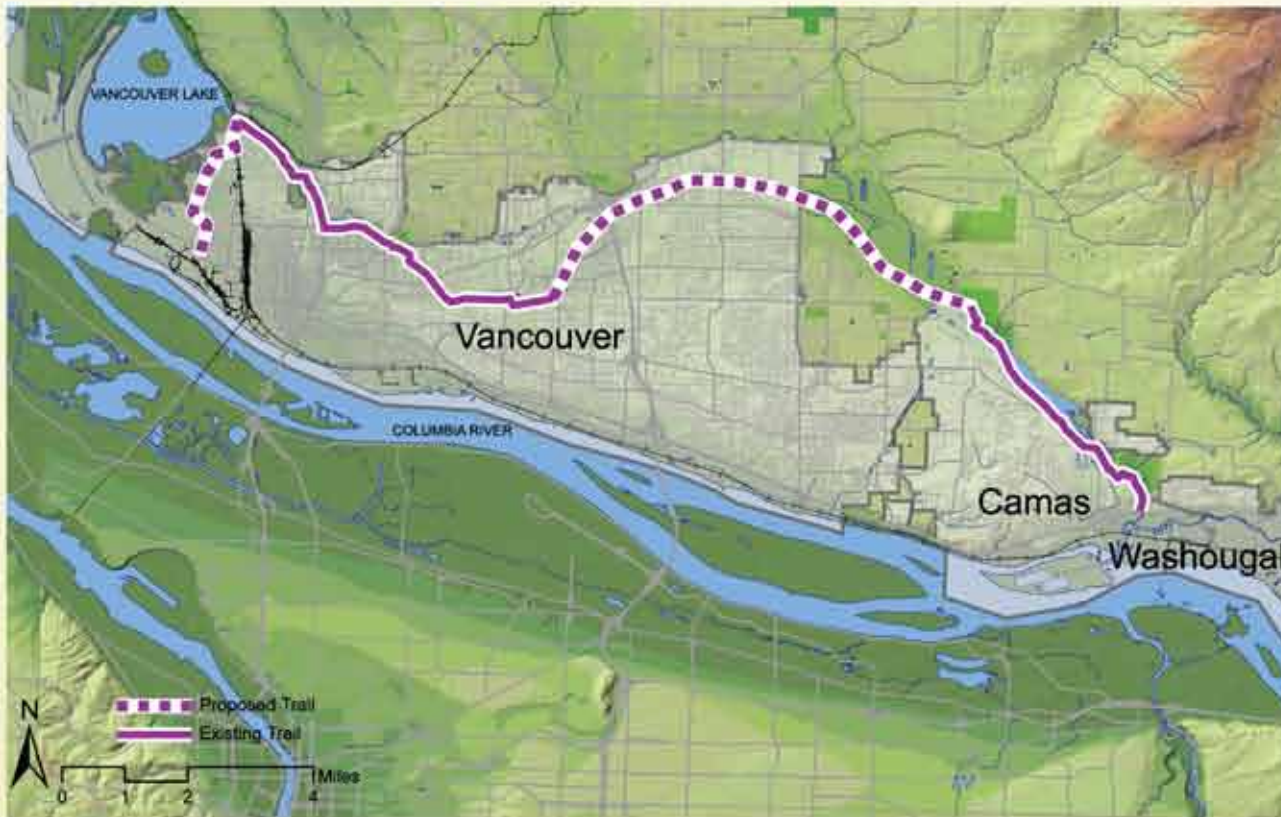
- Connects neighborhoods with employment centers in Vancouver, Clark County, La Center, Ridgefield, and Multnomah County.
- Creates connections to the Lewis River Greenway, I-205, Whipple Creek, Salmon Creek, Lake to Lake (Burnt Bridge Creek/Discovery), and Lewis and Clark Columbia River Discovery (Renaissance) Trails.
- Provides a north-south active transportation connection across Clark County.

**PARTNERS:**

City of La Center, City of Vancouver, Clark County, Community of Hazel Dell, Community of Salmon Creek, Community of Fairgrounds, City of Ridgefield, City of Woodland



# Lake to Lake Trail



## LAKE TO LAKE TRAIL - 22.3 MILES

Develop a continuous east-west trail connection along the Burnt Bridge Creek and Lacamas Creek Greenways to provide access for people to travel from Vancouver Lake to Lacamas Lake.

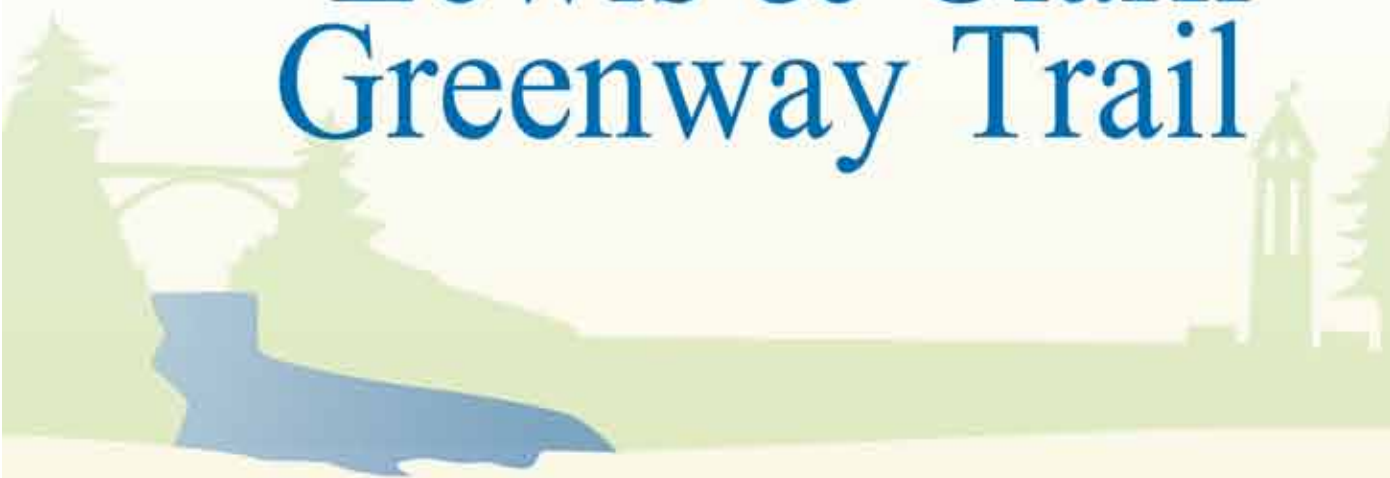
### TRAIL FACTS:

- Connects neighborhoods with employment centers and schools in Vancouver and Camas.
- Joins two premier trails in Clark County for pedestrians and bicycle using 11.5 miles of existing trails.
- Provides people with the opportunity to learn about two significant greenway ecosystems in Clark County.
- Connects with the Camp Bonneville, Battle Ground-Fisher's Landing Trail, I-205, and I-5 Regional Trails.

### PARTNERS:

City of Camas, City of Vancouver, Clark County, Vancouver Watersheds Council, Bonneville Power Administration

# Lewis & Clark Greenway Trail



**LEWIS & CLARK GREENWAY TRAIL - 46 MILES**  
 Provide a trail along the Columbia River extending from Washougal through Vancouver, then north to Ridgefield, following the route of Meriwether Lewis and William Clark in 1805.

- TRAIL FACTS:**
- Retraces the route of Lewis and Clark passing several historical markers dedicated to their Corps of Discovery.
  - Connects neighborhoods with employment centers and schools in Vancouver and Camas, Washougal, and Multnomah County.
  - Joins five premier parks and trails in Clark County for pedestrians and bicyclists using 12.4 miles of existing trails.
  - Provides equestrian access as the trail travels outside of City of Vancouver limits.



# Livingston Mountain Dole Valley Trail



**LIVINGSTON MOUNTAIN DOLE VALLEY TRAIL - 21 MILES**  
 Develop a north-south trail connection from Lacamas Lake Park in Camas to the Yacolt Burn State Forest to provide a multi-modal connection into the State Forest lands.

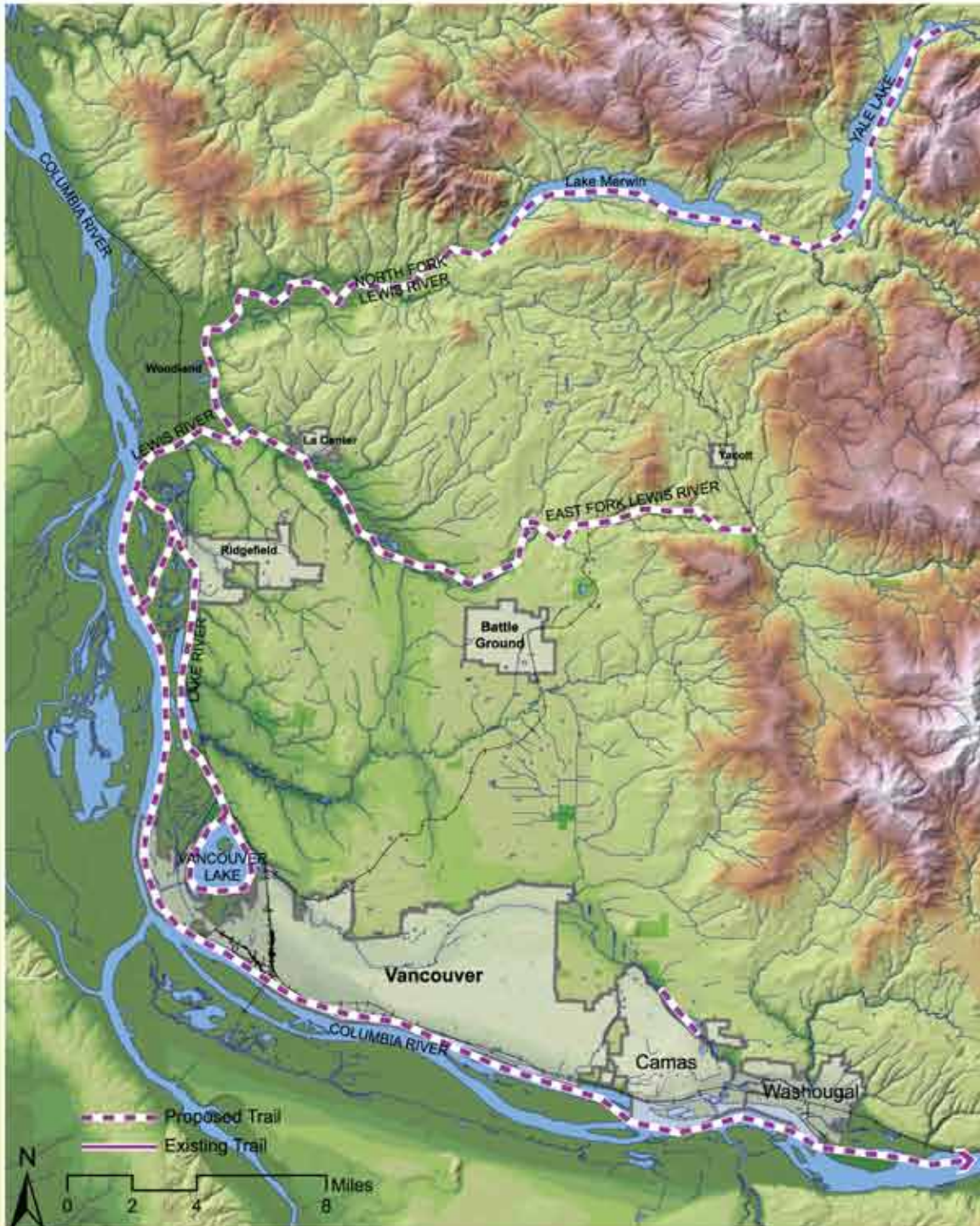
**TRAIL FACTS:**

- Offers people the opportunity to access the Yacolt Burn State Forest from Camas by trail.
- Provides connections to the Camp Bonneville, Lake to Lake and East Power-line Trails.
- Accommodates pedestrians, bicycles, and equestrians.

**PARTNERS:**

City of Camas, Clark County, Washington State Forest

# Lower Columbia River Water Trail



## LOWER COLUMBIA RIVER WATER TRAIL - 146 RIVER MILES

Provide non-motorized boat launch opportunities along the Columbia River in Clark County from Capitan William Clark Park in Washougal to the mouth of the East Fork of the Lewis River and from the headwaters of Yale Lake along the North Fork of the Lewis River to its mouth at the Columbia River.

### TRAIL FACTS:

- Provides connections to a larger water trail that extends from Bonneville Dam to the Pacific Ocean.
- Accommodates non-motorized watercraft that can be used for day, multi-day, or multi-week trips.
- Offers people an opportunity to experience Clark County's waterways.

### PARTNERS:

City of Camas, City of La Center, City of Ridgefield, City of Vancouver, City of Washougal, Clark County, Lower River Estuary Partnership, US Department of Fish and Wildlife, Washington Water Trails Association



# North Fork Lewis River Greenway Trail



**NORTH FORK LEWIS RIVER GREENWAY - 31.5 MILES**  
Develop an east-west trail for pedestrians, bicyclists, equestrians and paddlers 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.

**TRAIL FACTS:**

- Offers people an opportunity to experience the largely undeveloped North Fork of the Lewis River greenway.
- Connects with the North-South power-line and Chelatchie Prairie Trail systems.
- Provides a link to a state-wide trail system.

**PARTNERS:**

Bonneville Power Administration, Clark County, Washington State Forest



# North/South Powerline Trail



**NORTH/SOUTH POWER-LINE - 20.6 MILES**

Develop a north-south multi-modal trail connecting central Vancouver at the Bonneville Power Administration Sub-Station, north to the northern edge of Clark County at the North Fork of the Lewis River.

**TRAIL FACTS:**

- Connects neighborhoods to employment centers and regional trail systems in Vancouver, Hazel Dell, Fairgrounds Neighborhood, and La Center.
- Provides a north-south active transportation connection across Clark County that accommodates pedestrians, bicycles, and equestrians (outside of the City of Vancouver limits).
- Completes a portion of the trails component identified in the Hwy 99 Sub-Area Plan.
- Connects to the I-205, Salmon Creek, East Fork of the Lewis River, and North Fork of the Lewis River Trails.

**PARTNERS:**

Bonneville Power Administration, City of Vancouver, Clark County, Hazel Dell Community, City of La Center, Fairgrounds Neighborhood



# Padden Parkway Trail



**PADDEN PARKWAY TRAIL - 5.5 MILES**

This facility provides an east-west shared use pathway adjacent to the Padden Parkway between 78th Street and Ward Road in Clark County, with critical links to several off-road regional trails.

**DID YOU KNOW THIS TRAIL:**

- Provides an east-west pedestrian and bicycle route across Clark County that connects neighborhoods to employment centers and regional trail systems in Hazel Dell and Orchards.
- Serves as a 4.2 mile section of the Chelatchie Prairie Rail with Trail.

**PARTNERS:**

Clark County, Hazel Dell Community, Orchards Community

# Salmon Creek Greenway Trail



### SALMON CREEK GREENWAY - 25 MILES

Expand the existing 3.2 mile trail along the Salmon Creek Greenway for bicycle, pedestrian, and equestrian access (outside of the urban area), from Lake River at the northern tip of Vancouver Lake to the eastern headwaters of Salmon Creek at the Yacolt Burn State Forest.

#### TRAIL FACTS:

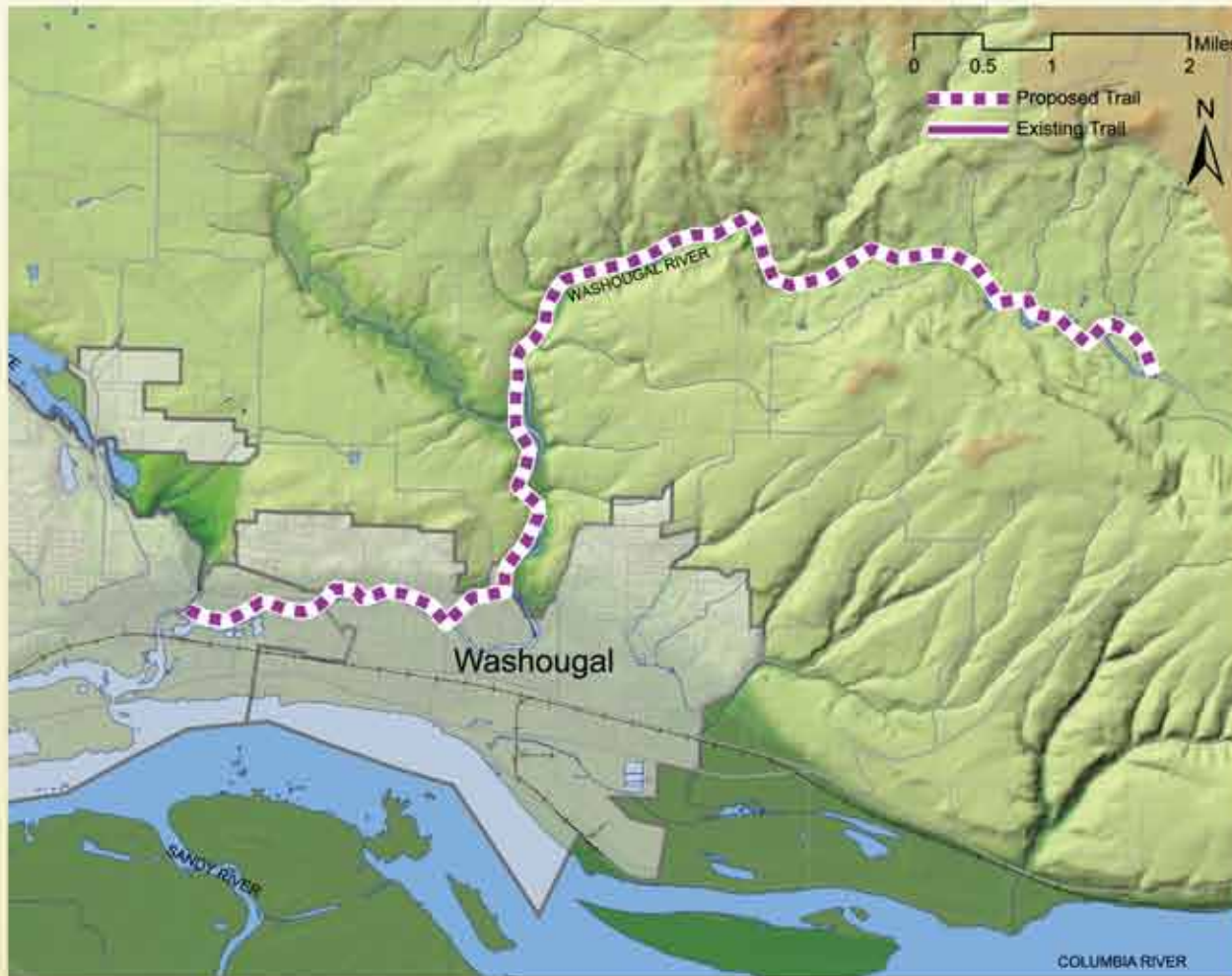
- Provides a bicycle and pedestrian connection from Washington State University and Legacy Medical Center to residential neighborhoods, employment centers, and the existing Salmon Creek Park and Greenway trail.
- Offers opportunities to access the ecosystem of the Salmon Creek Greenway, Lake River, and Columbia Slough.
- Connects to the Camp Bonneville, Battle Ground/Fisher's Landing, Chelatchie Prairie, North-South power-line, and I-5/I-205 Trails.

#### PARTNERS:

Clark County Executive Horse Council



# Washougal River Corridor Trail



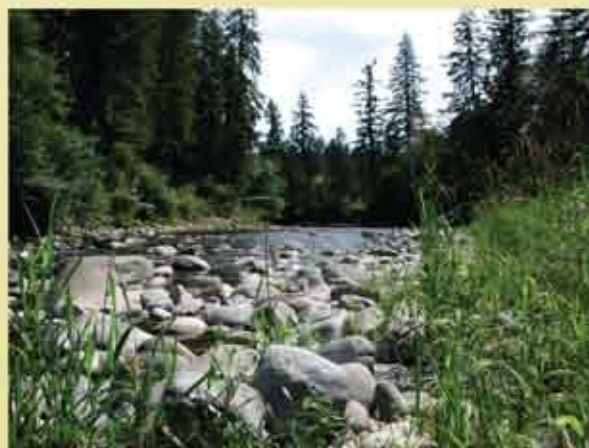
**WASHOUGAL RIVER CORRIDOR - 10.4 MILES**  
 Develop the Washougal River Road as a scenic highway with small parking nodes and viewpoints with trails that lead to water access points. Develop and/or link several trail access points together along the eastern portion of the Washougal River, north of Blair Road, and northeast to Skamania County.

**TRAIL FACTS:**

- Connects with the Columbia River Gorge Scenic Area.
- Provides opportunities to access the ecosystem of the Washougal River.
- Connects to the Lake to Lake and Lewis and Clark Columbia River Discovery Trails.

**PARTNERS:**

City of Washougal, Clark County



# Whipple Creek Greenway Trail



**WHIPPLE CREEK GREENWAY - 4.8 MILES**  
 Develop a pedestrian, bicycle and equestrian trail from the mouth of Whipple Creek at Lake River and eastward to the Fairgrounds Park.

- TRAIL FACTS:**
- Provides connections from the Clark County Equestrian Arena to 4.3 miles of equestrian trails at Whipple Creek Park.
  - Offers people the opportunity to access the Whipple Creek ecosystem.
  - Connects neighborhoods with two regional parks, the Clark County Fairgrounds and the Clark County Amphitheater.

**PARTNERS:**  
 Clark County, Clark County Amphitheater, Clark County Executive Horse Council, Clark County Fairgrounds, Fairgrounds Community





Portland-Vancouver

# TRAIL MAPS – OREGON



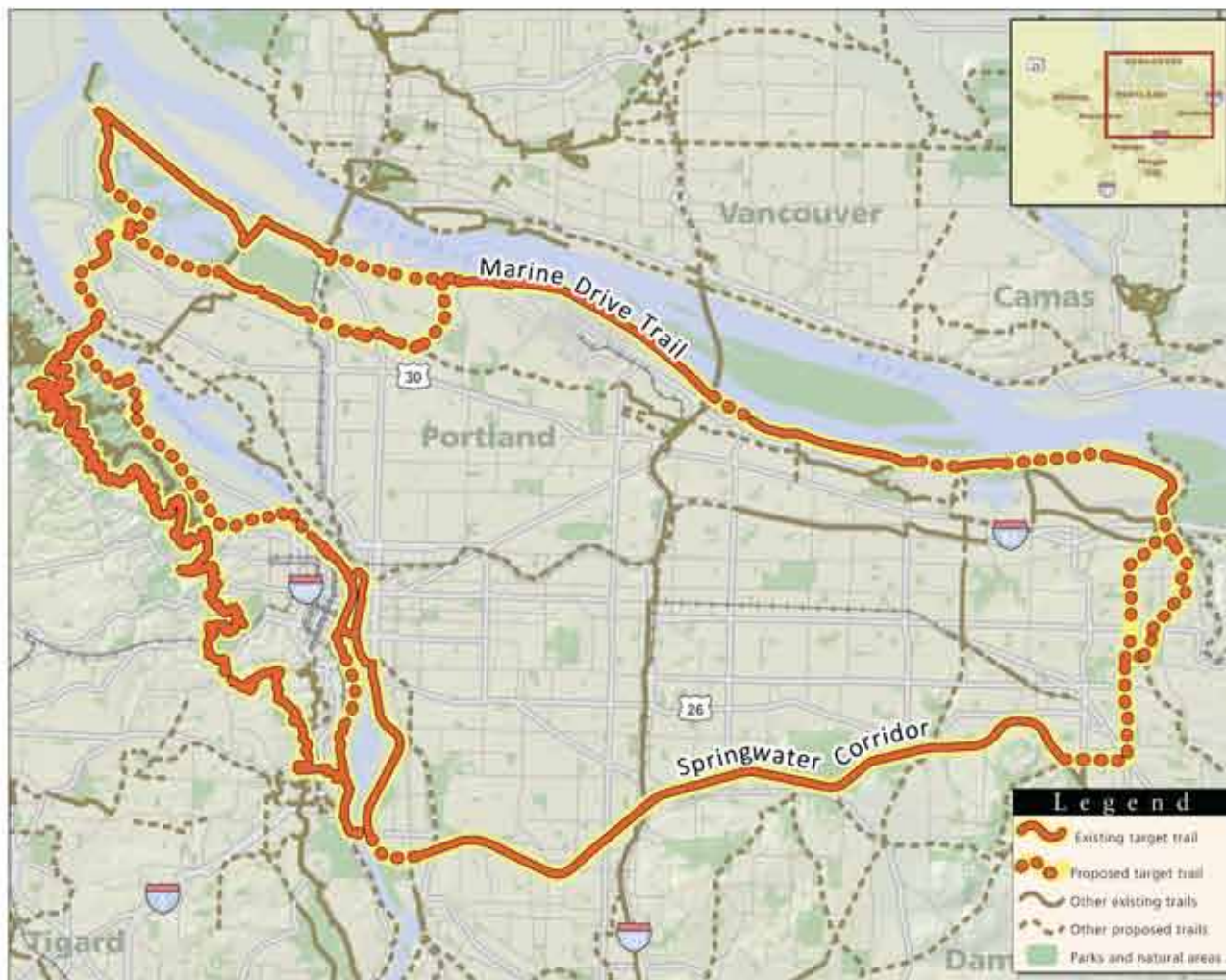
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# 40-Mile Loop

Complete a trail "hub" around the region to serve as a primary transportation and recreation conduit for bicycle and pedestrian travel.

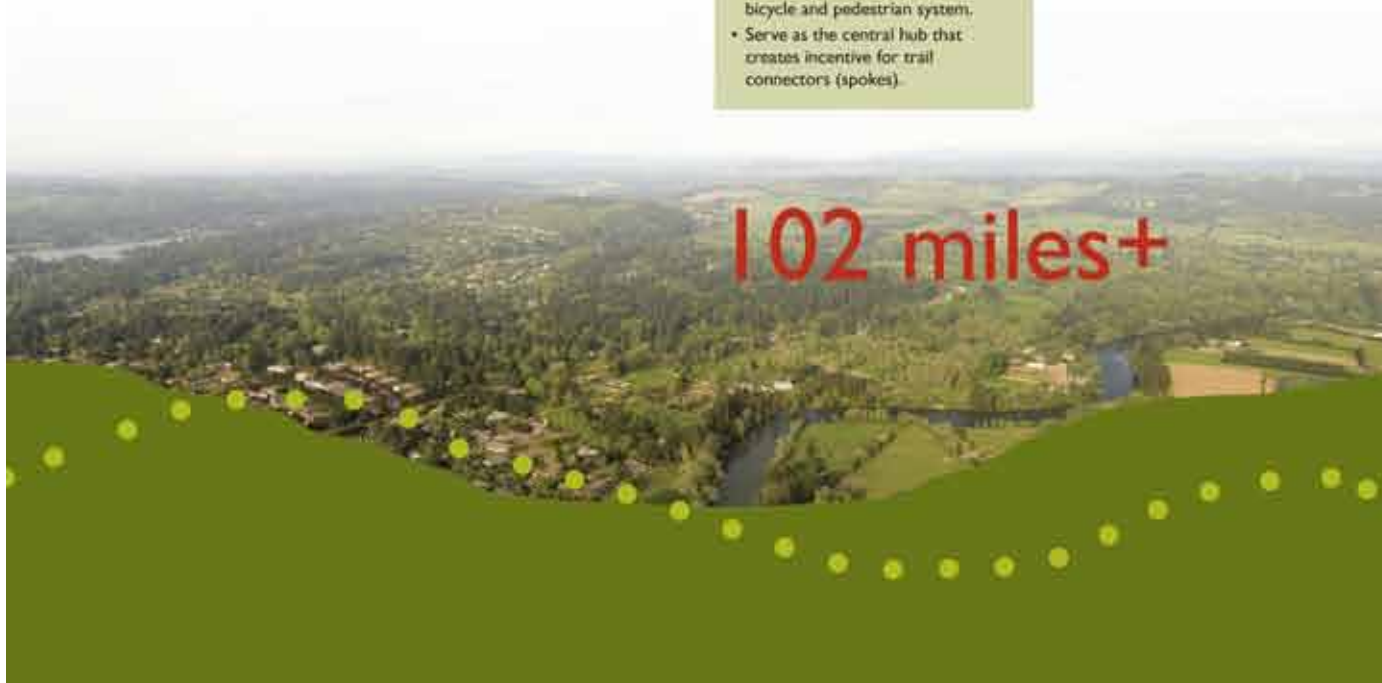


### BENEFITS

- Increase mode split for bicycles and pedestrian travel and decrease auto use by providing an extended regional, connected, off-street, non-motorized "freeway" system.
- Provide a range of recreational tour opportunities, from short to extended.
- Create opportunities for residents to become healthier and more active.
- Provide a non-motorized travel option for a significant share of the region's population in East Multnomah County and Portland.
- Serve as a catalyst for a complete bicycle and pedestrian system.
- Serve as the central hub that creates incentive for trail connectors (spokes).

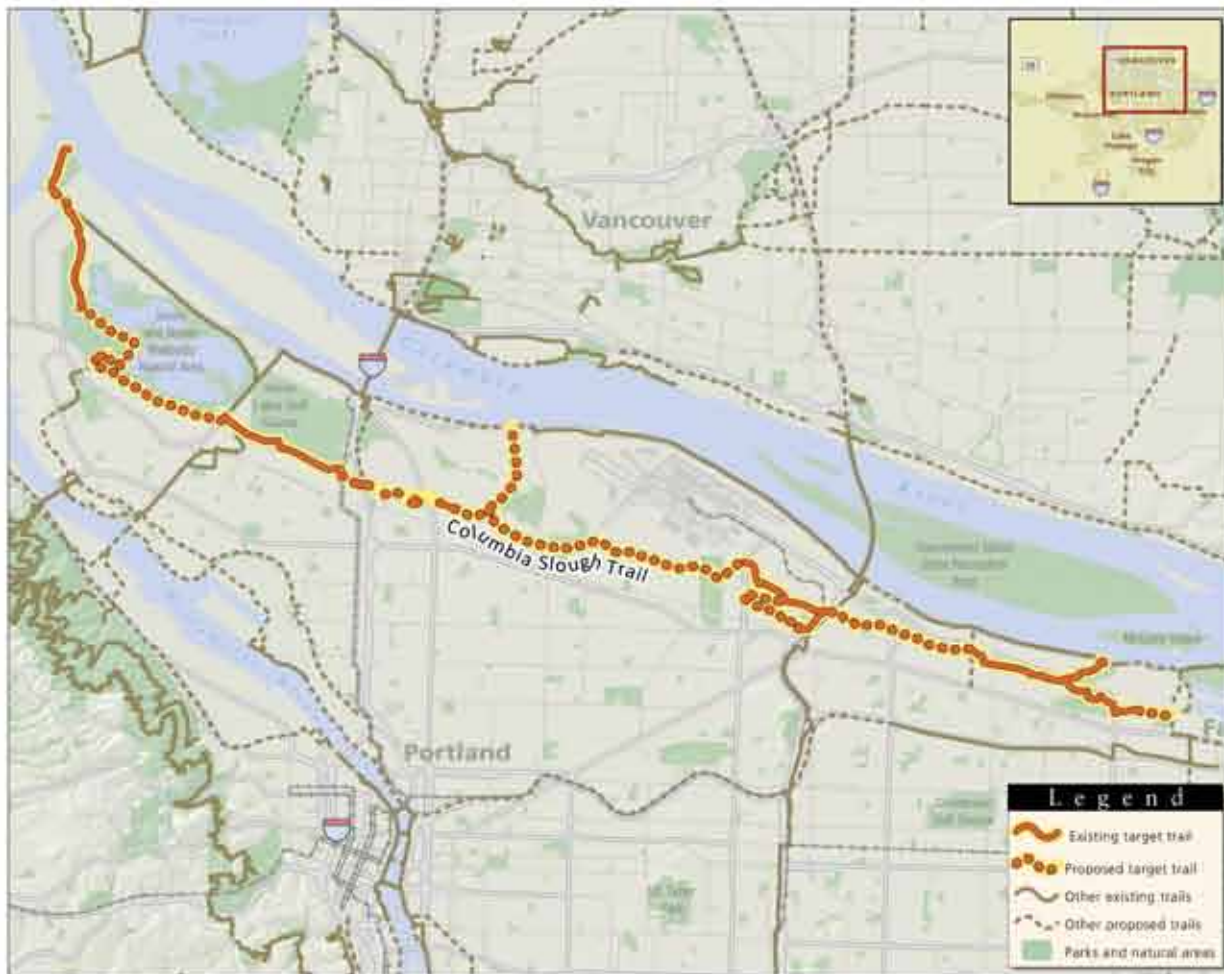
### PARTNERS

- 40-Mile Loop Land Trust
- Cities of Gresham, Fairview, Portland and Troutdale
- Clackamas County
- Metro
- npGREENWAY
- Oregon State Parks
- Outdoor clubs for hikers and walkers
- Port of Portland
- Washington County
- Multnomah County Drainage District
- Oregon Department of Transportation



# Columbia Slough Trail

Provide a unique natural experience of the Columbia Slough and a major east-west corridor across the north end of the region.



**BENEFITS**

- Offer people an opportunity to experience the unique ecosystem of the Columbia Slough.
- Connect employment areas in North and Northeast Portland with recreation and trails to the central city.
- Create many loop opportunities with Marine Drive, Peninsula Crossing, I-205 and Gresham/Fairview trails.
- Connect neighborhoods to Smith and Bybee Wetlands Natural Area.

**PARTNERS**

- 40-Mile Loop Land Trust
- City of Fairview
- City of Gresham
- City of Portland
- Columbia Slough Watershed Council
- Metro
- North and Northeast Portland neighborhood associations



# East Buttes Loop

Support bicycling and walking as viable transportation and recreation options within a newly emerging population area; connect residents with parks, schools, employment areas and the unique geography of the east buttes.



**BENEFITS**

- Connect a growing area with geographically unique buttes and recreation areas such as Mount Talbert Nature Park.
- Provide Happy Valley and Damascus residents with non-motorized connections to regional destinations and facilities such as Clackamas Town Center, light rail, the Springwater Corridor and Clackamas River Greenway.
- Take advantage of lower land cost and better right-of-way availability before the area develops further.
- Create a destination with spectacular views of the Cascades and the region from the butte tops.

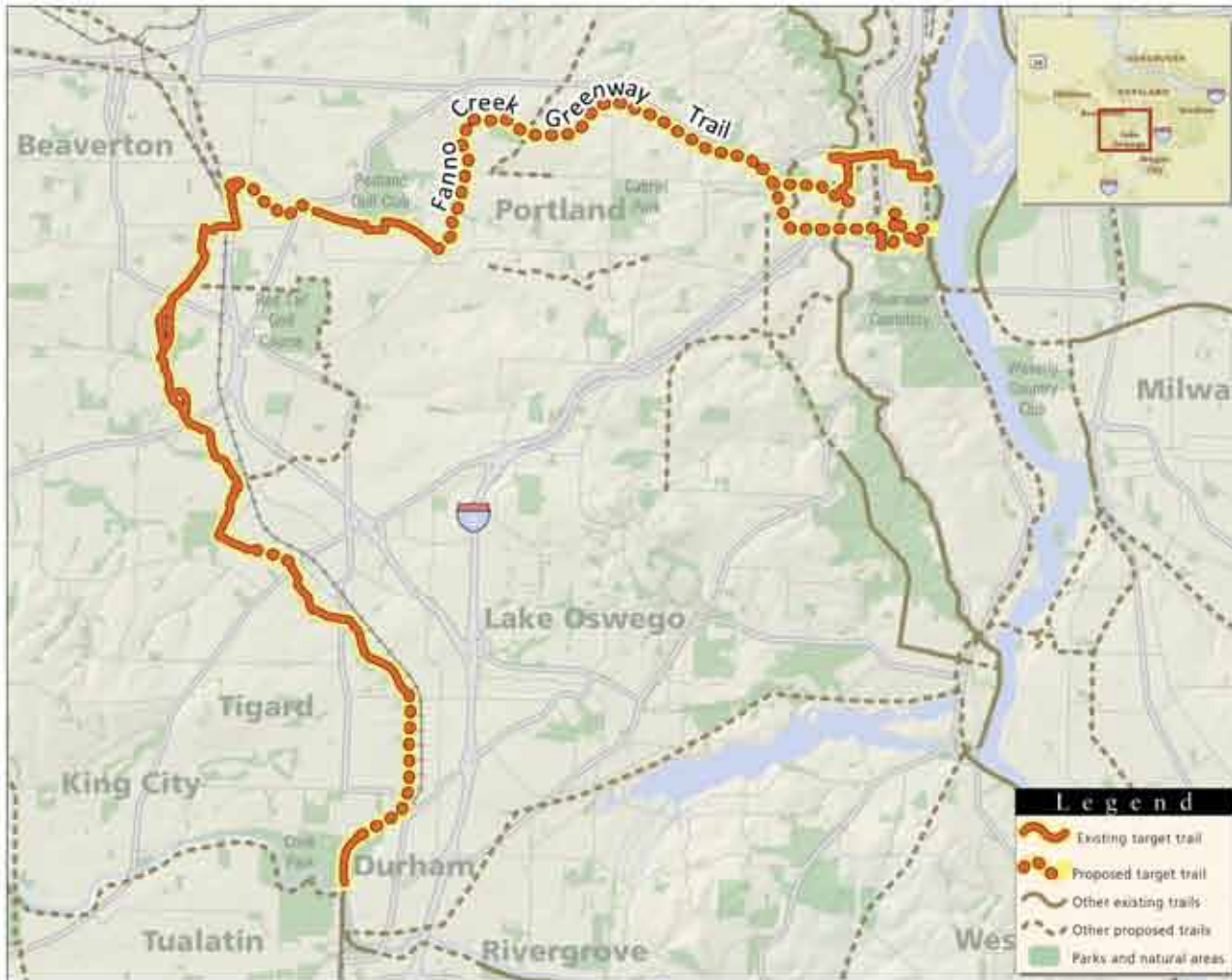
**PARTNERS**

- City of Damascus
- City of Happy Valley
- City of Portland
- Clackamas County
- City of Gresham
- Metro
- North Clackamas Parks and Recreation District



# Fanno Creek Greenway

Create a rare urban streamside experience that doubles as a significant commuting corridor between Tualatin, Durham, Tigard, Beaverton and the central city.



### BENEFITS

- Increase mode split and decrease vehicle miles traveled by creating a non-motorized corridor between several westside suburban cities and Portland.
- Create a streamside recreational experience for people.
- Provide pedestrian infrastructure in a portion of the region where there are few safe bicycle and pedestrian options.
- Create a larger recreational experience with connections to Fanno Creek Park and the Tualatin River Greenway.
- Set a new precedent for bicycle and pedestrian facilities on small streets with the Red Electric segment.

### PARTNERS

- City of Portland
- City of Beaverton
- City of Durham
- City of Tigard
- Clean Water Services of Washington County
- Friends of Fanno Creek
- Metro
- SW Trails, Inc.
- Tualatin Hills Park and Recreation District
- Washington County
- Oregon Department of Transportation



# Gresham/Fairview Trail

Connect residents in East Multnomah County with employment areas, schools and major recreational and scenic areas.

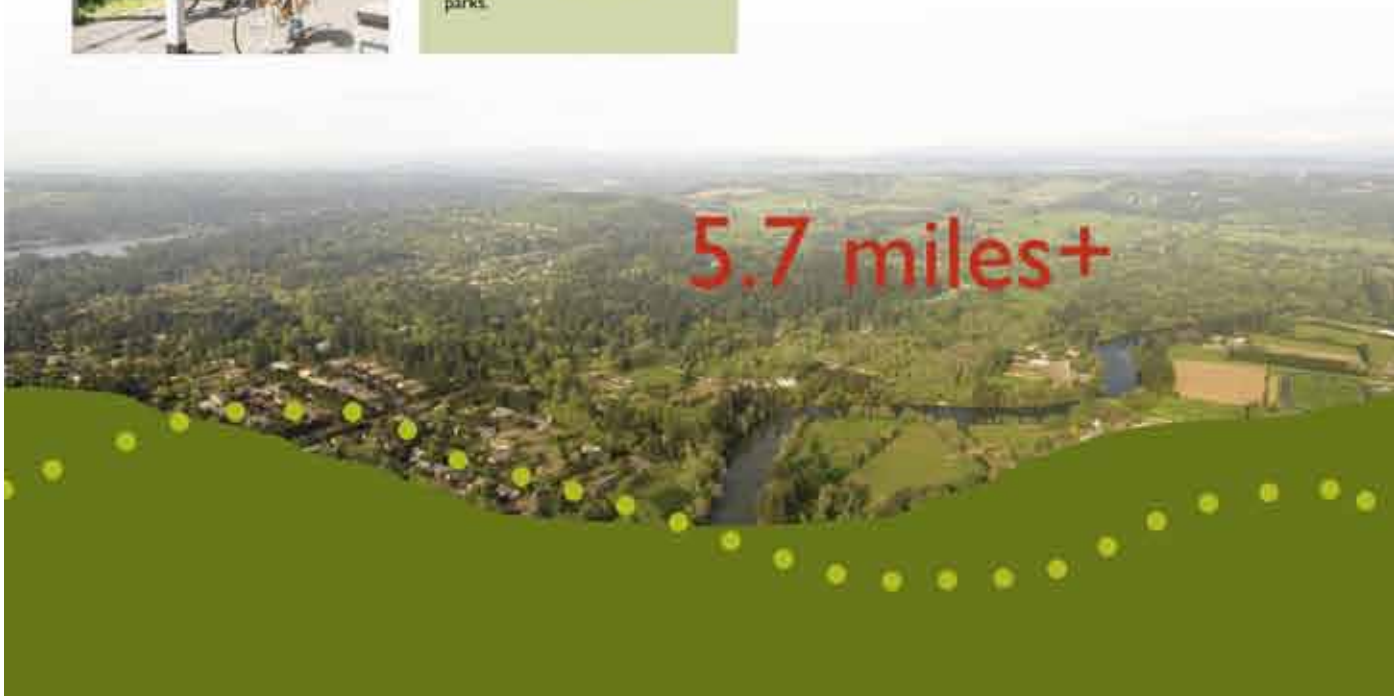


### BENEFITS

- Connect town centers, schools, employment centers and housing in east Multnomah County with the MAX light rail.
- Provide access to the Columbia River for residents in Gresham and Fairview.
- Connect to six other regional trails including Springwater Corridor, Marine Drive Trail and Sandy River Connections.
- Provide access to major recreational and scenic resources including the Columbia River, Blue Lake Regional Park, the Columbia River Gorge (eventually), Johnson Creek and local parks.

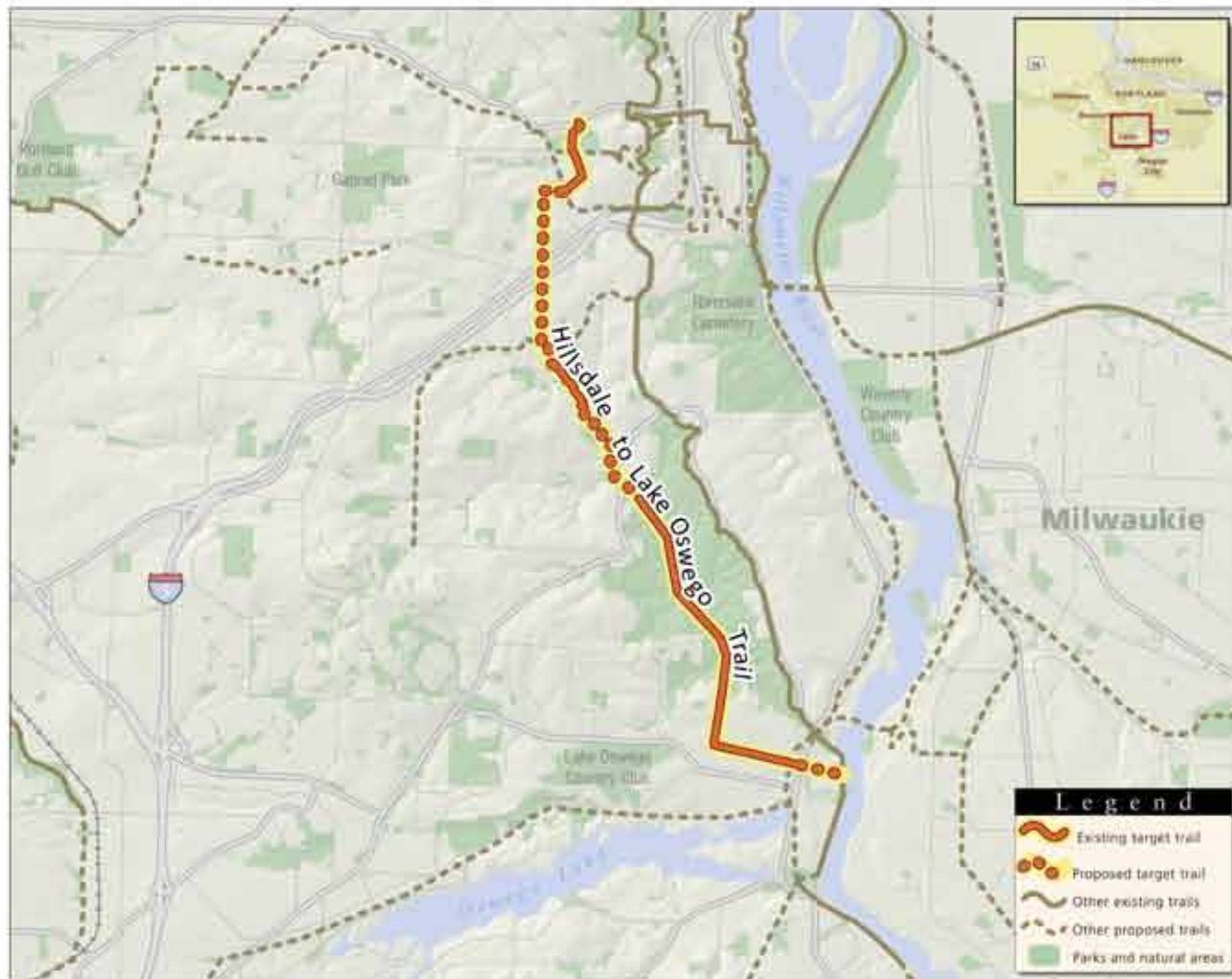
### PARTNERS

- 40-Mile Loop Land Trust
- City of Fairview
- City of Gresham
- Metro
- Multnomah County
- Oregon Department of Transportation



# Hillsdale to Lake Oswego Trail

Create a hiking trail between Lake Oswego and Southwest Portland.



**BENEFITS**

- Create a pedestrian corridor between Lake Oswego and Southwest Portland.
- Reduce congestion on Highway 43, a heavily used travel corridor.
- Provide pedestrian access to Tryon Creek State Natural Area from the north and south.

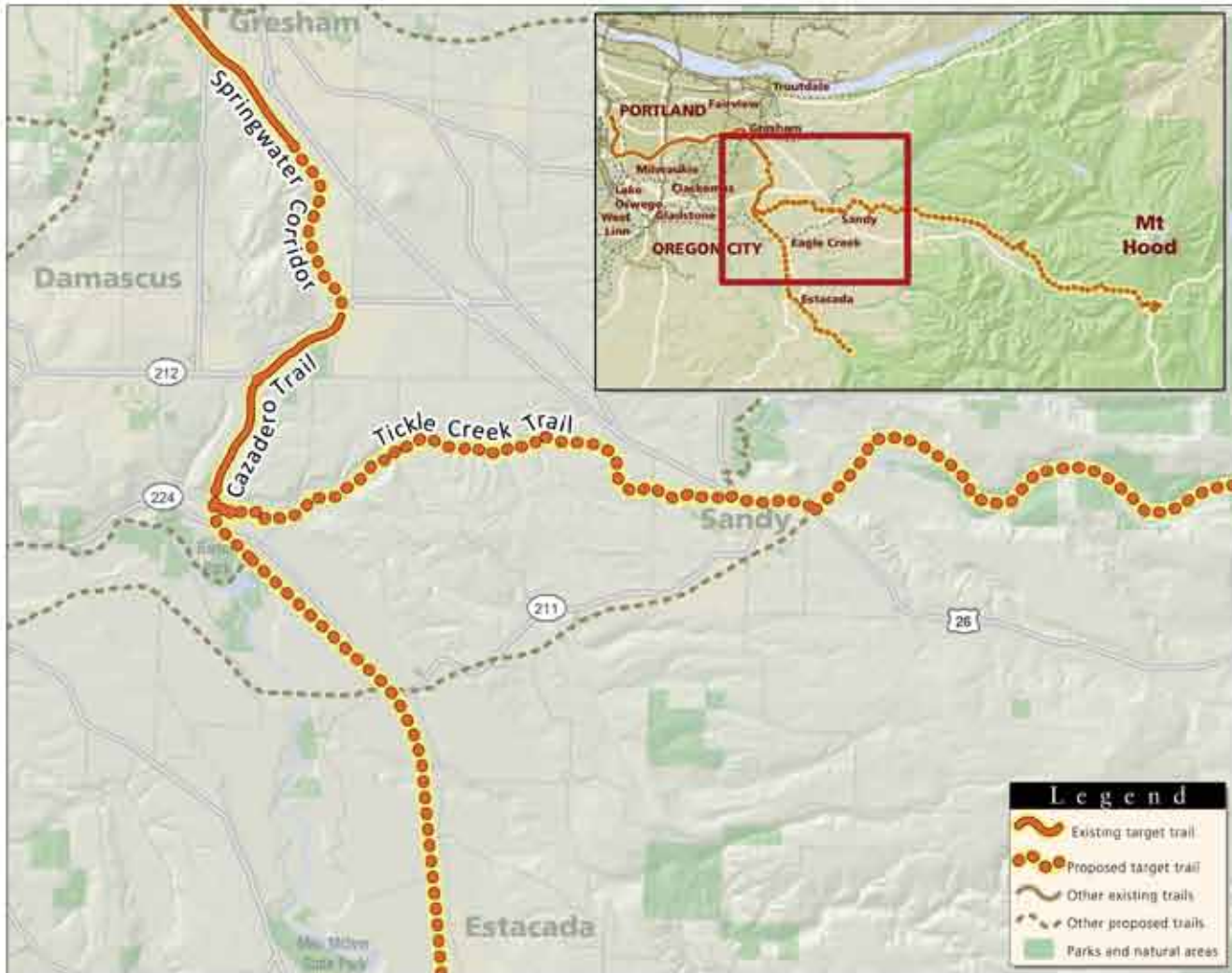
**PARTNERS**

- City of Lake Oswego
- City of Portland
- Friends of Tryon Creek State Park
- Metro
- Oregon State Parks and Recreation
- SWTrails, Inc.



# Mount Hood Connections

Provide a creek and woodland trail experience that connects the metropolitan area with Mount Hood and its recreation opportunities.



**BENEFITS**

- Cazadero: Create a nature-based recreation experience in a beautiful wooded creek canyon.
- Tickle Creek: Provide a recreational connection to Sandy and Dodge Park.
- Provide trail access from the metropolitan area to Mount Hood.
- Create a heritage tourism experience focused on historical trails, including the Barlow Road.

**PARTNERS**

- City of Estacada
- City of Portland
- City of Sandy
- Clackamas County
- Community of Boring
- Metro
- Oregon State Parks
- Portland General Electric
- U.S. Forest Service
- Villages of Mount Hood
- Oregon Department of Transportation





# Oregon City Loop

Create a trail circuit to provide access to destinations throughout Oregon City, a recreational experience for residents of the region and a trail connection to Portland.



**BENEFITS**

- Create a trail circuit serving the population, schools, shopping, parks and other facilities in the Oregon City area.
- Create a unique recreational and educational experience of this historic area.
- Connect Oregon City to Gladstone, Milwaukie and Portland via the Trolley Trail.

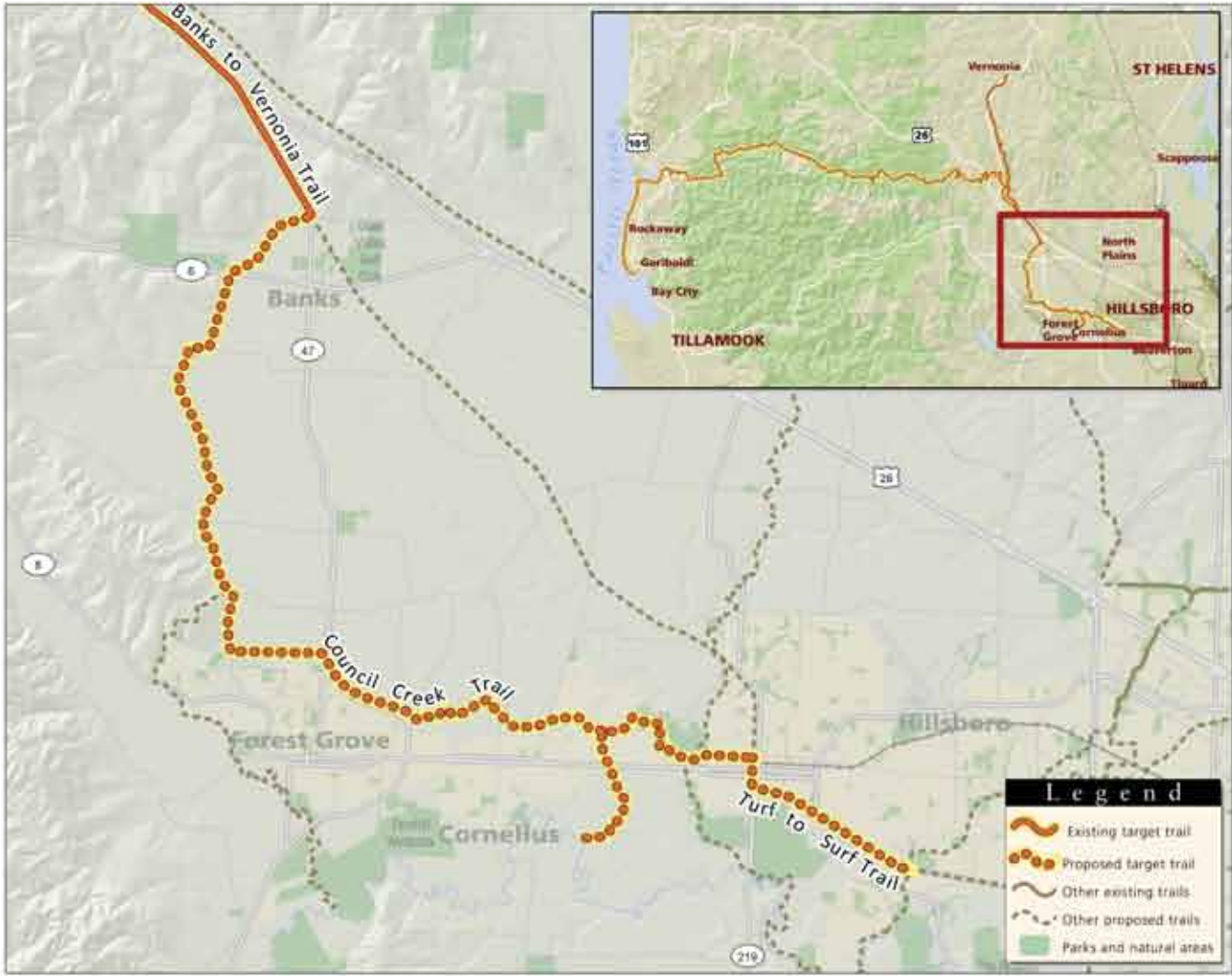
**PARTNERS**  
 City of Oregon City  
 Clackamas County  
 Metro





# Path to the Pacific

Provide a destination experience of farmland and mountain landscapes with connections to a major state park and recreational trail.



**BENEFITS**

- Increase bicycle tourism including bicycle camping at Stub Stewart State Park.
- Create opportunities for new bicycle events.
- Develop a multi-modal connection between MAX light rail and trails into Forest Grove and into the western region.
- Offer access for Cornelius and Forest Grove residents to commute and recreate.
- Connect to the Oregon Coast Trail.

**PARTNERS**

- City of Banks
- City of Cornelius
- City of Forest Grove
- City of Hillsboro
- Columbia County
- Metro
- Oregon State Parks and Recreation
- Tillamook County
- Washington County



# Portland Maximum Mode Split

Implement a strategy to achieve a significant shift in choice of travel mode towards bicycle and pedestrian trips within a geographically focused urban demonstration area.



#### BENEFITS

- Achieve a substantial increase in mode split and decrease in vehicle miles traveled.
- Create and test a model that can be applied to other areas.
- Reduce congestion.
- Increase bicycle recreation.
- Connect on-street bikeways and sidewalks to the regional trail system.
- Connections to mass transit.

#### PARTNERS

Bicycle Transportation Alliance  
 City of Portland  
 Metro  
 npGREENWAY  
 Sullivan's Gulch Corridor Trail Committee  
 Southwest Trails, Inc.



# Rock Creek Greenway

Provide a scenic connection along Rock Creek in Hillsboro and Washington County connecting to parks and employment centers.



**BENEFITS**

- Connect Hillsboro with employment areas, Orenco, the Westside Trail and the Tualatin River.
- Create a bicycle and walking opportunity in an environment of large, high capacity roads and small, disconnected streets.
- Create a recreational experience along Rock Creek.

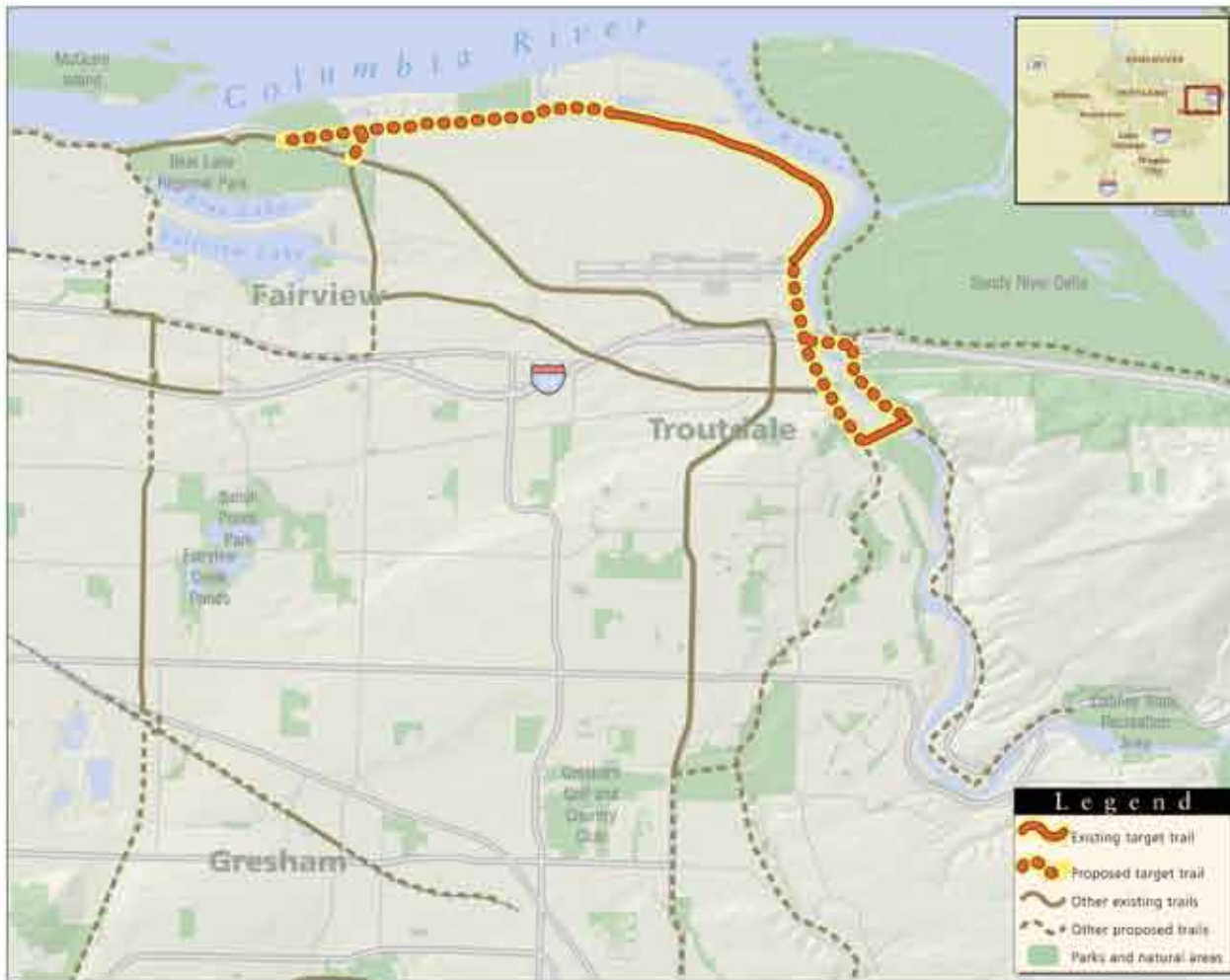
**PARTNERS**

- City of Hillsboro
- Metro
- Washington County
- Washington County Bicycle Coalition



# Sandy River Connections

Connect the Portland-Vancouver metropolitan region with the Columbia River Gorge and provide access via trails from points west and south, fulfilling a key segment of the 40-Mile Loop Trail.



**BENEFITS**

- Provide a connected system of trails and destinations along the Columbia River, as a major natural resource and experience of nature in the region.
- Provide a range of recreational tour opportunities, from small to extended.
- Complete a key portion of the 40-Mile Loop Trail.
- Provide access to the Columbia River Gorge.
- Reconnect downtown Troutdale to the Sandy River and provide public access to the state designated wild and scenic river.

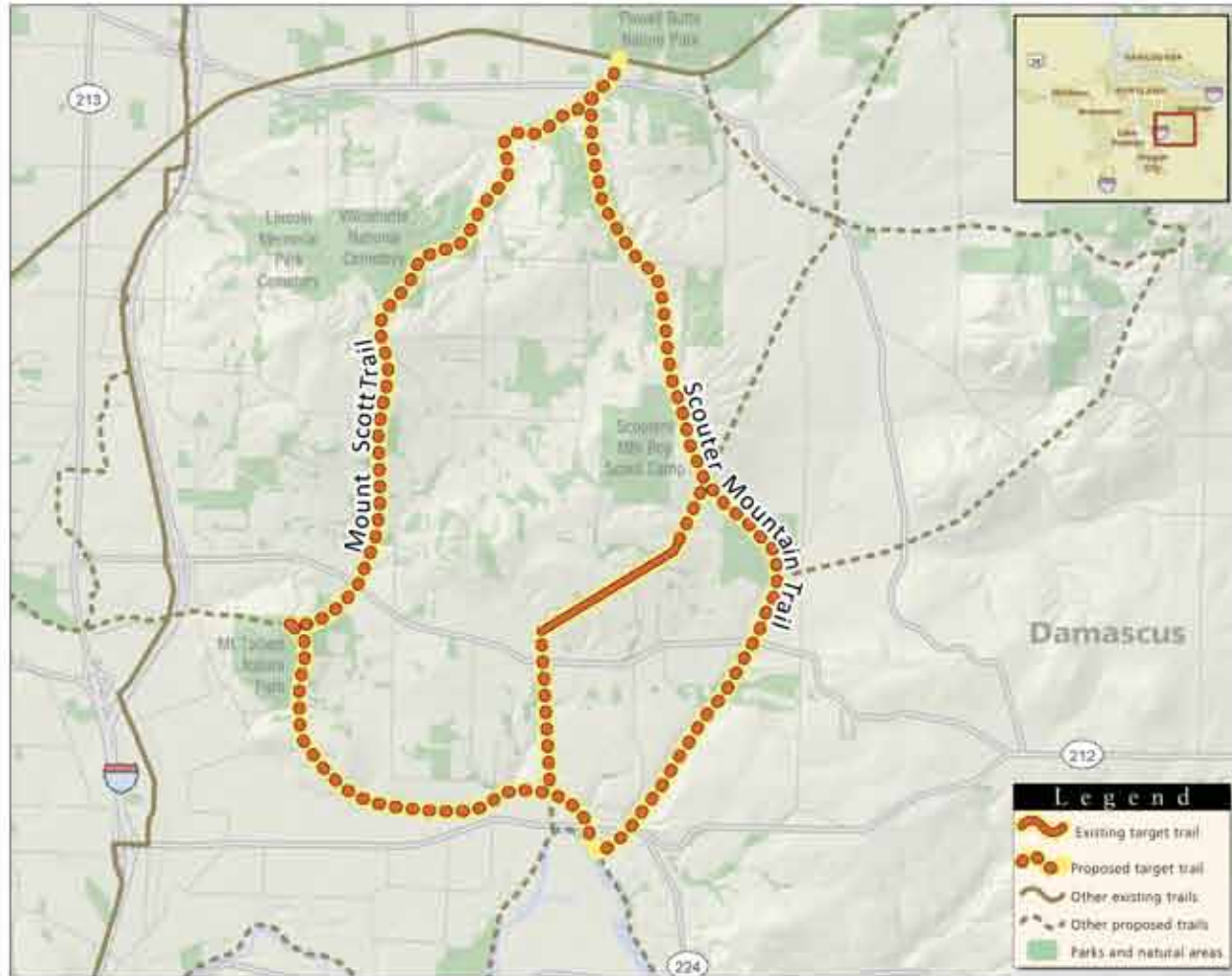
**PARTNERS**

- 40-Mile Loop Land Trust
- Bureau of Land Management
- City of Fairview
- City of Gresham
- City of Portland
- City of Troutdale
- Metro
- Multnomah County
- Multnomah County Drainage District
- Oregon Department of Transportation
- Oregon State Parks
- Port of Portland
- U.S. Forest Service



# Scouters' Mountain/ Mount Scott Loop

Support bicycling and walking as viable transportation and recreation options within a newly emerging population area; connect residents with parks, schools, employment areas and the unique geography of the east buttes.



**BENEFITS**

- Connect a developing area with the geographically unique buttes and their recreation opportunities including Mount Talbert and Powell Butte nature parks.
- Take advantage of lower land cost and better right-of-way availability before the area develops further.
- Provide connections between the Springwater Corridor and the Clackamas River.
- Provide Clackamas County, Happy Valley, Damascus, Gresham and Portland residents with non-motorized connections to regional destinations and facilities such as Clackamas Town Center, light rail, the Springwater Corridor, Gresham Fairview Trail and Clackamas River Greenway.

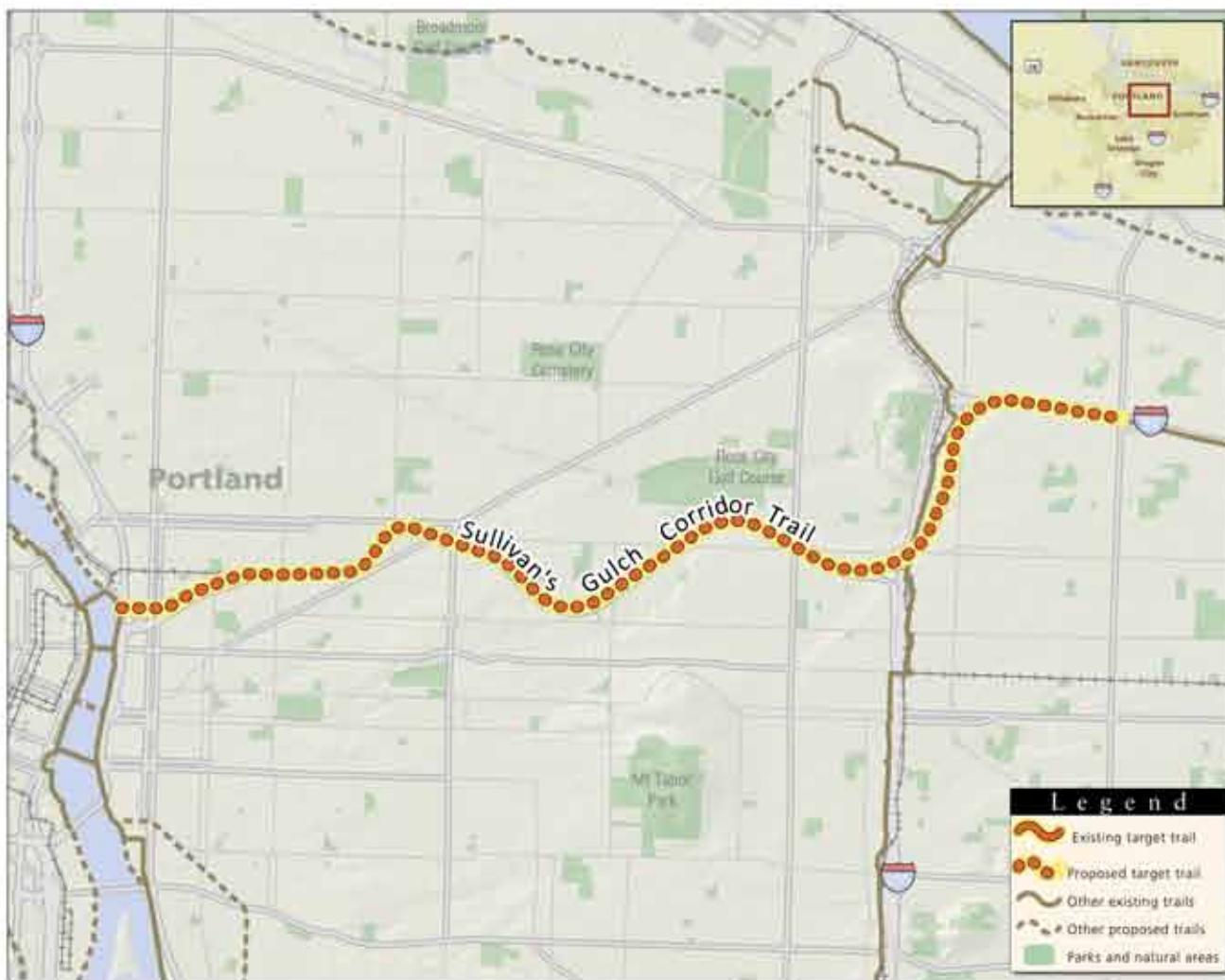
**PARTNERS**

- City of Damascus
- City of Gresham
- City of Happy Valley
- City of Portland
- Clackamas County
- Metro
- North Clackamas Parks and Recreation District



# Sullivan's Gulch Corridor Trail

Provide a high-volume commuting corridor connecting Portland's east side with the central city.



**BENEFITS**

- Increase mode split and decrease vehicle miles traveled by providing a non-motorized alternative along a major commuting corridor between I-205 and the central city.
- Decrease congestion on I-84.
- Complete an inner loop recreation and travel experience via the Eastbank Esplanade, Springwater, I-205 trail and Sullivan's Gulch.

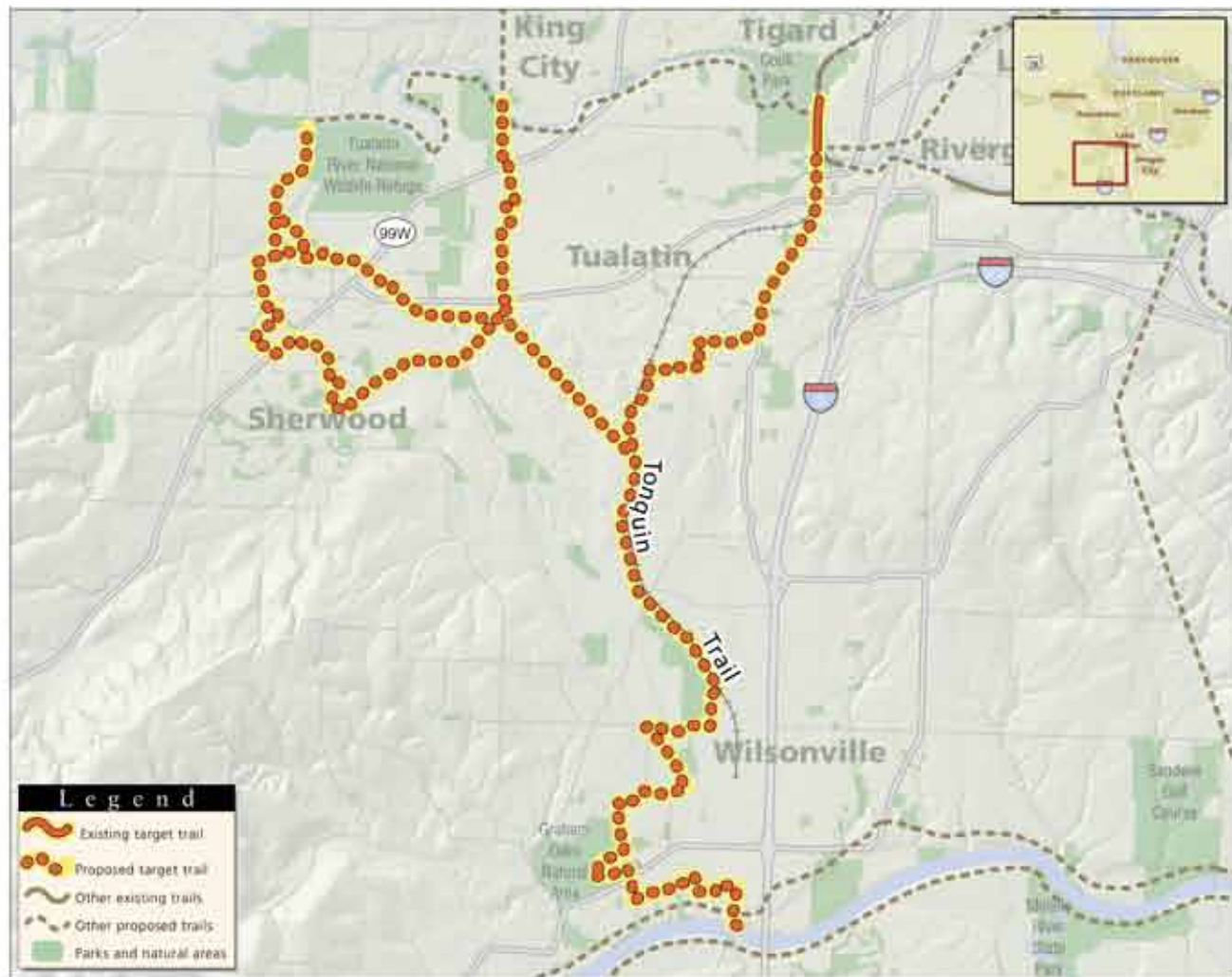
**PARTNERS**

- Approximately 26 neighborhood associations
- City of Portland
- Metro
- Oregon Department of Transportation
- Providence Medical Center
- Sullivan's Gulch Corridor Trail Committee
- TriMet



# Tonquin Trail

Connect the major cities in the southwestern portion of the region.



**BENEFITS**

- Provide active transportation to schools and jobs for the cities of Wilsonville, Tualatin, Durham, King City and Sherwood with connections north to Tigard and Beaverton.
- Connect westside communities with the Willamette Scenic Bikeway and the future Graham Oaks Nature Park.
- Create active transportation options in an area where there are few.
- Connect to the Tualatin River National Wildlife Refuge.

**PARTNERS**

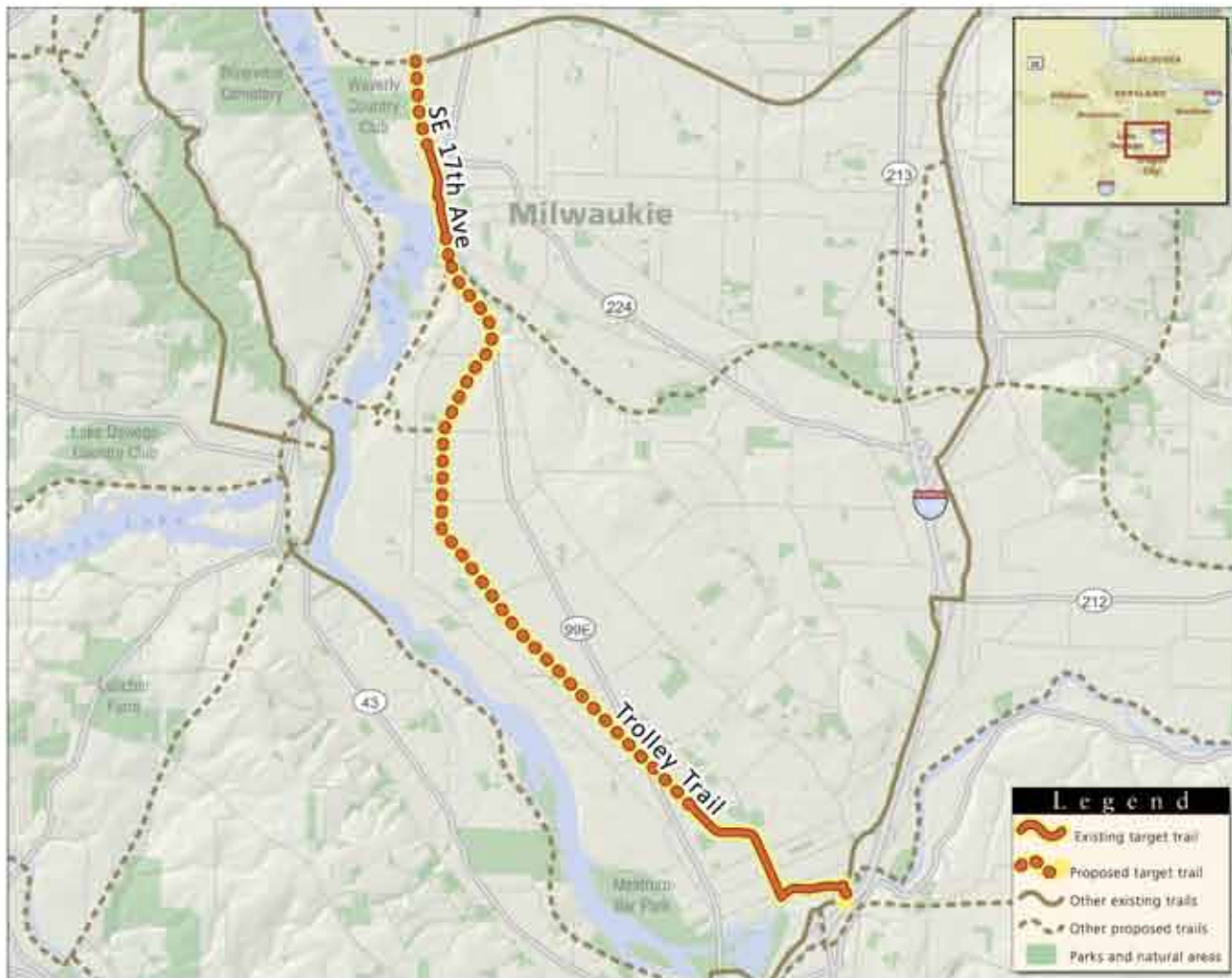
- Bonneville Power Administration
- Cities of Sherwood, Tualatin and Wilsonville
- Clackamas County
- Clean Water Services
- Metro
- Portland General Electric
- Tualatin Hills Park and Recreation District
- Tualatin River National Wildlife Refuge
- U.S. Fish and Wildlife Service
- Washington County





# Trolley Trail and 17th Avenue Connection

Connect Milwaukie with the Springwater Corridor Trail, Three Bridges, Eastbank Esplanade and the central city.



#### BENEFITS

- Create a non-motorized commuting corridor between Milwaukie, Gladstone, Oregon City and Portland, relieving congestion on McLoughlin Boulevard.
- Extend the Springwater/Eastbank Esplanade experience to Milwaukie.
- Create a trail connection to a growing area that currently has no off-street bicycle and pedestrian option.
- Create a trail connection to the future Milwaukie light rail.

#### PARTNERS

- City of Gladstone
- City of Milwaukie
- City of Portland
- Clackamas County
- Friends of the Trolley Trail
- Metro
- North Clackamas Parks and Recreation District
- TriMet



# Tualatin River Greenway

A continuous trail along the Tualatin River in Tualatin provides residents north and south of the river with the experience of nature as they travel for recreation and jobs.



**BENEFITS**

- Provide easy access to the river and a series of parks including Brown's Ferry Park, Tualatin Community Park, Cook Park, Durham Park, Jurgen's Park and Tualatin River National Wildlife Refuge.
- Pedestrian bridges over the Tualatin River bring the north and south communities together with access to the trail.
- Reduce the barrier that I-5 poses for pedestrians and cyclists.

**PARTNERS**

- City of Durham
- City of Lake Oswego
- City of Tigard
- City of Tualatin
- Metro
- Tualatin Riverkeepers
- Clean Water Services of Washington County



# Westside Trail

Provide a north/south travel option connecting people to parks and employment centers in Washington County.

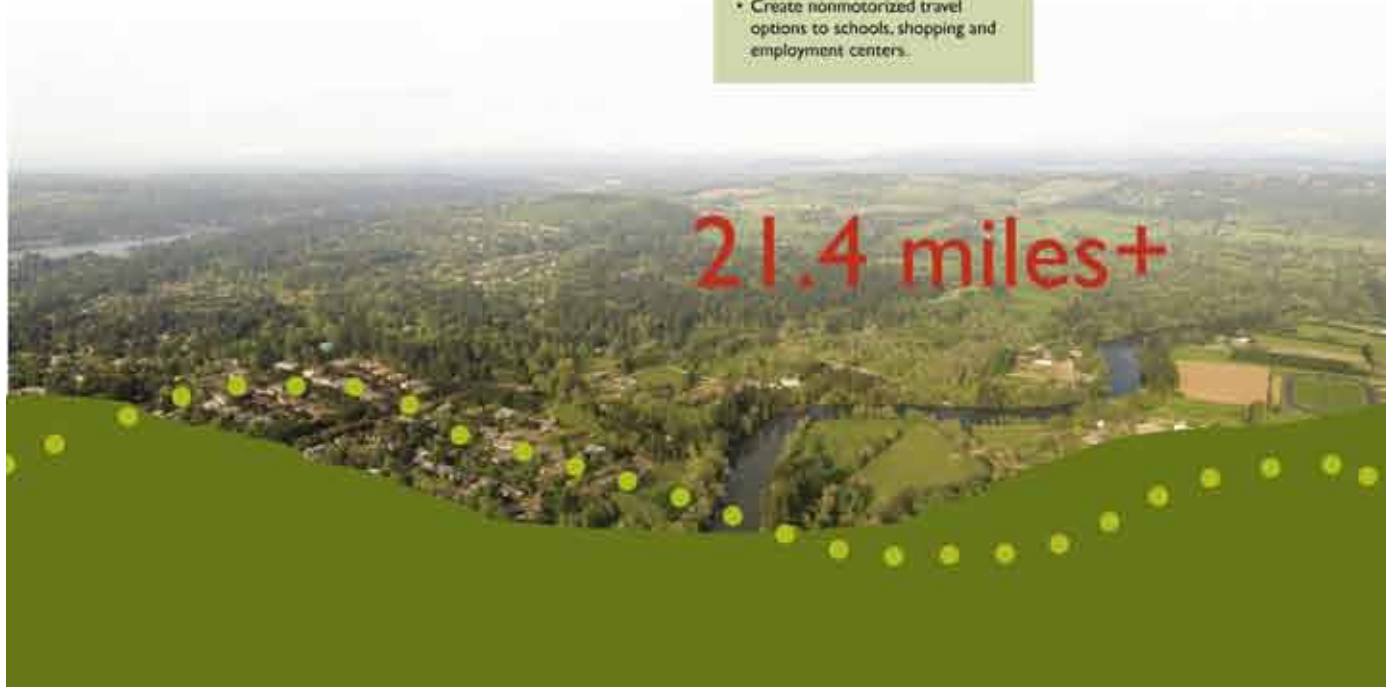


### BENEFITS

- Provide Washington County's first complete north/south non-motorized route.
- Enable bicycling and walking in an area of large, high capacity roads and small, discontinuous streets.
- Provide the first significant non-motorized option for Beaverton residents.
- Create a recreational tour of important westside parks and natural areas.
- Connect major regional facilities including Forest Park, Tualatin Hills Nature Park, Tualatin River Greenway and the National Wildlife Refuge.
- Connect westside residents with the Willamette Valley State Scenic Bikeway.
- Create nonmotorized travel options to schools, shopping and employment centers.

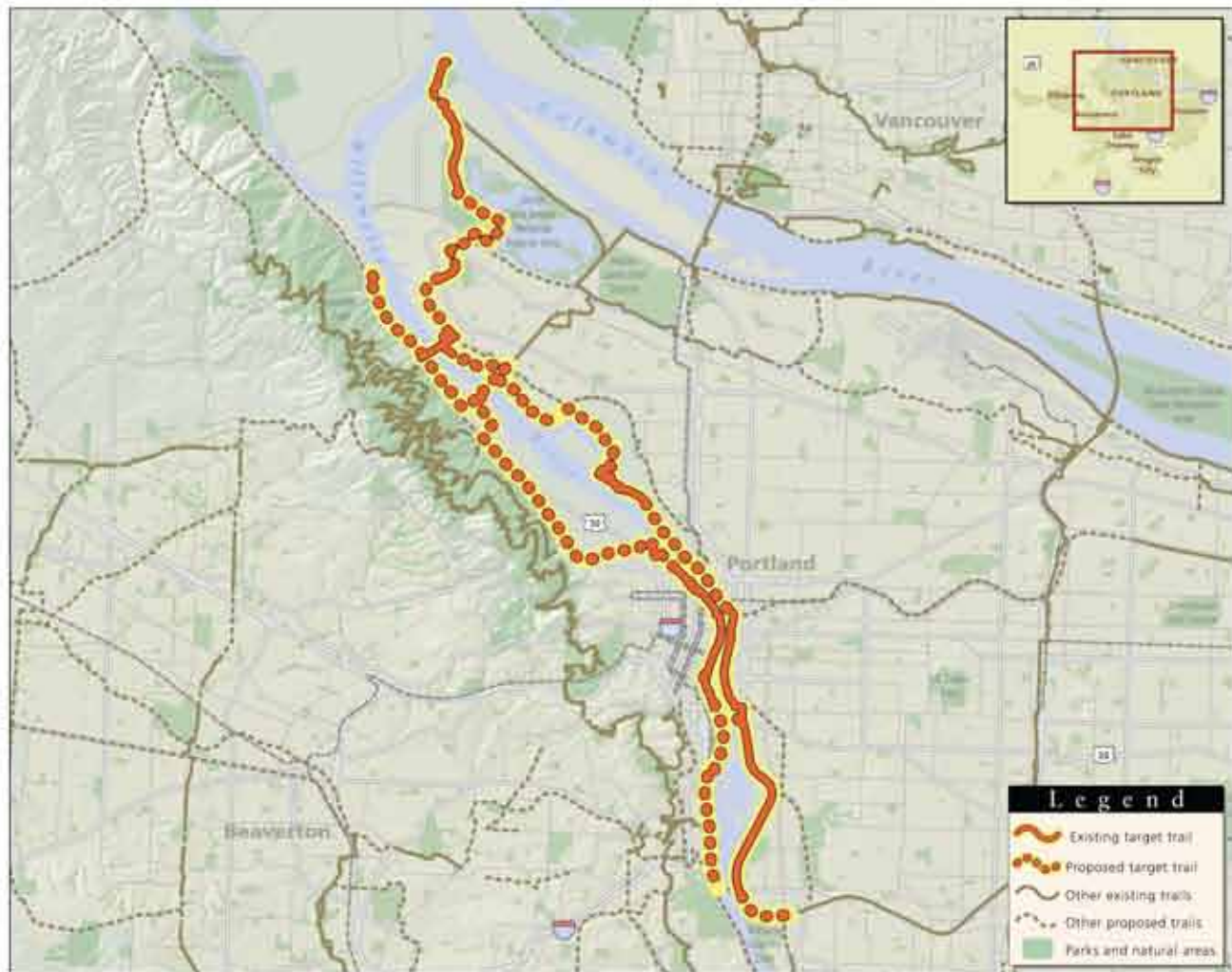
### PARTNERS

- City of Beaverton
- City of King City
- City of Portland
- City of Tigard
- Forest Park Conservancy
- Metro
- Multnomah County
- Tualatin Hills Park and Recreation District
- Clean Water Services of Washington County
- Washington County
- Washington County Bicycle Coalition



# Willamette Greenway North

Provide a scenic, riverside connection between fast growing neighborhoods in North Portland, Swan Island, University of Portland, Linnton, Northwest Portland, the central city and major regional recreational facilities.



**BENEFITS**

- Serve commuter traffic from North Portland to the central city.
- Serve commuter traffic to University of Portland and Swan Island.
- Create a scenic recreational experience along the Willamette.
- Provide a commuting and recreation opportunity for the 10,000 employees at Swan Island, as well as Lloyd District and Lower Albina area employees.
- Connect Portland residents with regional recreational facilities such as Smith and Bybee Wetlands, Pier Park, Kelly Point Park, Willamette Cove, Eastbank Esplanade.
- Connect Portland to Sauvie Island and points north.
- Relieve traffic congestion on Highway 30 north of Portland.

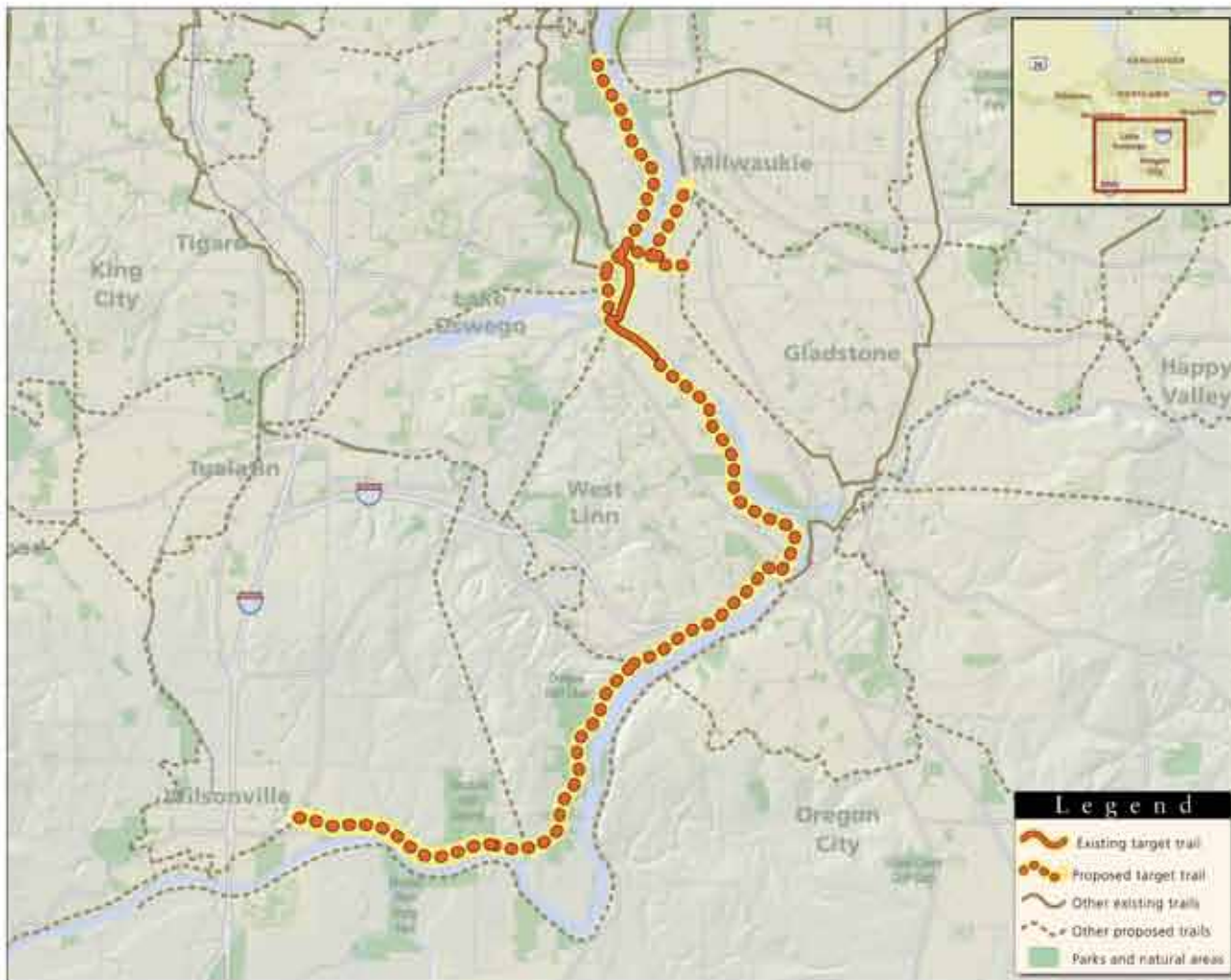
**PARTNERS**

- 40-Mile Loop Land Trust
- Adidas America
- City of Portland
- Lloyd District Transportation Management Association
- Metro
- npGREENWAY
- St. John's, Portsmouth, Overlook, Linnton and Cathedral Park neighborhood associations
- Swan Island Transportation Management Association
- University of Portland



# Willamette Greenway South

Create a river (water) trail and greenway corridor south of Portland to Lake Oswego/West Linn and Wilsonville with access to parks on the shores of the Willamette.



**BENEFITS**

- Commuters between Lake Oswego and Portland are able to bicycle to and from work and experience the woods and river along the way.
- Create a unique recreational and natural experience of the Willamette River including access to Elk Rock Island, the Tualatin River and Willamette Narrows.
- Bridge the Willamette River at Lake Oswego providing both alternative transportation and recreation benefits.

**PARTNERS**

- City of Lake Oswego
- City of Milwaukie
- City of Portland
- City of West Linn
- City of Wilsonville
- Clackamas County
- Metro



# APPENDIX A

## Regional Trails Plan Funding Background

The Federal Department of Transportation has provided the most significant funding for regional trail funding to date. This is likely to be true in the future as well. There are various categories of federal transportation funding; the main ones available to date are summarized below:

High priority projects, federal funds requested by members of congress for specific projects.

Transportation Enhancement (TE) grants are federal highway funds passed through to regional and local trail projects by the State Department of Transportation.

Even with these attributes, there are limitations to relying too heavily on federal transportation funding:

1. Federally funded projects must have a viable transportation purpose. While many trail corridors meet this criterion by connecting residents to schools, parks and employment, not all are competitive for funding if they are in remote areas.
2. The lead time in securing these funds can often be many years. Projects must be sufficiently scoped to accurately forecast construction costs. The longer the delay between project scoping and implementation, the bigger the potential gap in needed funding and public support.
3. There is a very real “premium” in extra costs to cover the requirements of a federally funded project. There are extra layers of project review and unique processes, including everything from property acquisition to construction oversight. The basic reason for this “premium” results from federal processes implemented to properly manage multi-million dollar highway construction projects. These requirements have been extended to all grant recipients regardless of the total budget or scope, resulting in an additional cost of about 30 percent to trail projects.

In addition to federal funding, state dollars are available for trail projects. In Oregon, the state administers a Regional Trails Program, which supplies between \$1 million and \$2 million annually to construct regional trails through a competitive grant program. Because the bulk of these funds come from taxes on off-road vehicles, a majority of the funds are dedicated to trails that accommodate snowmobiles. A new urban trails program in Oregon will provide \$1 million in seed money to begin an Active Transportation program for trails that serve an alternative transportation function.

In Oregon, MTIP (Metropolitan Transportation Improvement Program’s Regional Flexible Funds), which are awarded through a regionally reviewed slate of projects and often weighted toward vehicular improvement projects.

Funding for trails from the State of Oregon includes grants from Oregon Parks & Recreation Department’s Recreational Trails Program (RTP), Land & Water Conservation Fund and “Measure 66 Lottery Funds.” The state is also developing a \$1 million urban trails fund.

Oregon State Gas Tax revenues can also be used for bike and pedestrian improvements in the public right-of-way. ODOT administers a state-wide grant application process every two years. Local gas tax revenues can also be spent on bike and pedestrian facilities if voters approve.

In Washington the State Department of Recreation and Conservation Office administers trail funding grants. Trail grants are generally awarded every two years and applicants compete against trail projects submitted from jurisdictions across the state. Funding levels are determined by the state’s budget as appropriated by the legislature each biennium. As the state’s budgets typically fluctuate, the amount dedicated to trails varies. The trails program has typically received \$5 million to \$6 million during each two-year grant cycle.

On a local level, cities, counties and special park districts have supported the construction of trails to varying degrees. Public support for trails is very high and becoming higher, especially with increasing use of bicycles for commuting. Therefore, trail projects are more often included in bond programs. For example, in 2005 the Greater Clark Parks District passed a property tax measure that included \$5 million for trails. Additionally, Metro’s 2006 natural areas bond measure included funding for trail alignment acquisition. Tualatin Hills Park and Recreation District included several trail projects as part of its \$100 million 2008 bond.

# APPENDIX B

## History and Summary of Past Regional Trail Planning

This Plan builds on past planning efforts and unifies trail planning efforts on both sides of the Columbia River to create one seamless plan for the metropolitan region.

Trail planning in Oregon and Washington began over 100 years ago and have generally progressed concurrently.

Regional trails and greenways planning on the Oregon side of the Columbia River, started with the “Oregon Bike Plan of 1897”, when the state was one of the leaders in providing inter-city bike lanes and roads. Portland had a world class bike manufacturing base and the “1903 Olmsted Brothers Report to the Portland Park Board,” gave rise to the concept of the “40-Mile Loop.” The city beautiful movement of the 1930s also designated more open spaces & parks, and proclaimed the need for clean air, housing and work places, and the need for recreating for the public. Parks and trails were seen as a social good. More recent trails planning include the: “1972 Columbia Region Association of Governments (CRAG) Open Space and Trails Plan;” and the “1992 Metro Greenspaces Master Plan.” Key trails were listed in these regional plans. Local and state planning efforts also called for increased trails and greenways.

In 1995 and 2006, the voters of the Metro region passed bond measures (e.g. assessing a tax on real property) to buy land and right-of-way for natural areas and trails. Policy changes in Regional Transportation Plans and funding efforts have led to millions of dollars of investments in federal funds designated for trails and bike/pedestrian projects.

The City of Vancouver and Clark County, Washington, have a strong legacy of parks, trails, recreation and open space, dating back to the dedication of Esther Short Park in downtown Vancouver in 1853. In the past, city and county trail planning and operations have been directed by several planning documents. Clark County adopted its first comprehensive parks and recreation plan in 1965, followed by updates in 1975, 1981, 1987, 1993, and 2000. The City of Vancouver began its comprehensive park and recreation planning effort in the 1950s, with the most recent plan update in 2002. In 2007 the first comprehensive parks and trails, recreation, and open space plan to cover both jurisdictions in their entirety, under the consolidated Vancouver-Clark Parks and Recreation Department was adopted. The trails identified in the 2007 Comprehensive Plan were informed by a prior separate county-wide trail planning effort that resulted in the adoption of the 2006 Regional Trails and Bikeways System Plan.

The public involvement findings of the 2006 Regional Trails and Bikeways System Plan revealed the following: trails and natural areas were among the most popular amenities as exhibited by respondents to the Community Survey.

- Almost 50% of residents responding to the survey had used these types of facilities at least once a month during the prior year.
- The 2002 Assessment of Outdoor Recreation in Washington State found that 53% of all Washingtonians participated in walking and hiking activities. Running, biking and equestrian use also ranked high.

- Community survey respondents ranked trails and walking paths third on a list of potential parks and recreation priorities.
- Exactly 90% of respondents to the Community Survey reported that they would either somewhat or strongly support the expansion of trails and walking paths by the VCPRD.
- Trails were repeatedly mentioned in public meetings as a major facility need in the community. Trails and trail-related activities were also repeatedly mentioned in both stakeholder interviews and by Regional Meeting attendees. Community Survey respondents considered trails along rivers as the most important trail type within Vancouver and Clark County.

Major accomplishments in developing the regional trails system in the past 30 years include: Tom McCall Waterfront Park and Trail (formerly a highway along the Willamette River in downtown Portland; Eastbank Esplanade and Steel Bridge River Walk Trail along the Willamette River, Renaissance Trail along the Columbia River and the Burnt Bridge Creek Trail in Vancouver; the Moulton Falls Trail and Bells Mountain Trail in Clark Co.; Springwater Corridor connecting Portland, Gresham and Boring; Springwater on the Willamette Trail; Three Bridges on the Springwater; Peninsula Crossing Trail in north Portland, Gresham/Fairview Trail, Westside Trail in Beaverton, Fanno Creek Greenway Trail in Portland, Beaverton and Tigard and the Trolley Trail connecting Milwaukie to Gladstone will be completed in 2011.

In 2005 an initial planning effort was developed collaboratively in both Congressional districts and jurisdictions from Oregon and Washington to support planning for the Lewis & Clark bicentennial in the Portland-Vancouver metropolitan region. This effort, Rediscovery of the rivers Lewis & Clark Discovery Greenway, had a clear focus on interpretive opportunities of the Corps of Discovery while also expanding and upgrading the existing trail facilities along the Corps' route. The 40-Mile Loop Trail in Oregon and the Discovery Trail in Washington both benefited from this effort and resulted in improvements to regional trails in both states. These trails are examples of the regional trails that are identified in this plan.

This plan builds on the past success of the leveraged efforts of the Lewis and Clark Discovery Greenway by integrating the two most recent adopted trail planning efforts by Metro and Vancouver-Clark Parks and Recreation; Metro's Blue Ribbon Regional Trails adopted in 2008 and the Clark County Trails and Bikeway System Plan adopted in 2006. Both plans singularly identify and consider only proposed trails that have been identified and meet the intent of a regional trail. This plan acknowledges the importance of the many additional local trails also identified in various regional trail planning efforts, however this plan exclusively will focus on trails of regional importance.

## ENDNOTES

1. Center for Disease Control and Prevention, 2007
2. Oregon Health and Science University, 2008
3. Oregon Parks and Recreation Department's State Comprehensive Outdoor Recreation Plan (SCORP) and Washington Parks and Recreation Department's State Comprehensive Outdoor Recreation Plan
4. According to a 2002 consumer survey by the National Association of Realtors and National Association of Home Builders, trails rank as the second-most important amenity.
5. The Economic and Social Benefit of Trails, Trails are an important part of community well-being in many areas, Gary Sjoquist, Quality Bicycle Products, hosted by American Trails 2003
6. Walking the Walk: How Walkability Raises Home Values in U.S. Cities by Joe Cortright, Impresa, Inc., for CEOs for Cities August 2009

7. [www.theintertwine.org](http://www.theintertwine.org)

8. However, a new Urban Trails Fund, created in 2009 and administered by ODOT, provides \$1 million statewide for trails projects outside the public right of way. This fund could grow and provide a new source of funding for regional trail projects.

## PHOTO CREDITS

Cover Photos: (top right) Parents with kids, Oaks Bottom Wildlife Refuge. Mike Houck photo. (Bottom far right) Springwater Corridor Trail. Mike Houck photo.

Page 1: Young naturalist, Oaks Bottom Wildlife Refuge. Mike Houck photo.

Page 2: Rock Creek Trail, Hillsboro Parks and Recreation. Mike Houck photo.

Page 4: (right) Salmon Creek Greenway. Mike Houck photo.

Page 23: (far right) Willamette Park. Mike Houck photo.



Nature is always nearby. Clean air to breathe. Clean water to enjoy. Trails to explore and parks to play in. The wealth of nature at the heart of The Intertwine gives us the promise of having one of the greatest park, trail and natural area networks in the world.

## THE POWER OF PARTNERSHIP

The bi-state regional trail network requires collaboration across city, county and state lines.

### Partners in developing the 37 bi-state regional trails:

- |  |  |   |
|--|--|---|
| Washington Sen. Maria Cantwell   | Columbia Springs Environmental Education Center      | Salmon Creek Watershed Council                                      |
| Washington Sen. Patty Murray   | Community Choices                                    | Sierra Club   |
| Washington Rep. Brian Baird  | Community of Boring, Oregon                          | Southwest Washington Regional Transportation Council                |
| Oregon Sen. Jeff Merkley   | Cycle Oregon   | Sullivan's Gulch Corridor Trail Committee                           |
| Oregon Sen. Ron Wyden  | Discovery Walk                                       | Swan Island Transportation Management Association                   |
| Oregon Rep. Earl Blumenauer  | Evergreen School District                            | The Intertwine Alliance   |
| Oregon Rep. Peter DeFazio  | Forest Park Conservancy                              | The Trust for Public Land   |
| Oregon Rep. Kurt Schrader  | Fort Vancouver National Historic Site                | Travel Oregon   |
| Oregon Rep. David Wu   | Friends of Baltimore Woods                           | Travel Portland   |
| 7 cities in Southwest Washington   | Friends of Clark County                              | TriMet  |
| Clark County, Washington   | Friends of Fanno Creek                               | Tualatin Hills Park & Recreation District                           |
| 29 cities in the Portland metropolitan area  | Friends of Jackson Bottom                            | Tualatin Hills Park & Recreation District Trails Advisory Committee |
| 5 counties in Oregon   | Friends of the Trolley Trail                         | Tualatin Riverkeepers   |
| 23 neighborhood associations in Vancouver and Clark County                               | Friends of Tryon Creek State Park                    | U.S. Fish and Wildlife Service                                      |
| 95 neighborhood associations in Portland   | Friends of Tualatin River                            | U.S. Forest Service   |
| 40-Mile Loop Land Trust  | Gateway Green  | University of Portland  |
| Audubon Society of Portland  | Kaiser Permanente                                    | Urban Greenspaces Institute   |
| Barlow Trail Association   | Lloyd District Transportation Management Association | Vancouver Bicycle Club  |
| Battle Ground School District  | Lower Columbia River Estuary Partnership             | Vancouver Lake Watershed Partnership                                |
| Bicycle Alliance of Washington   | Lower Columbia River Water Trail                     | Vancouver School District   |
| Bicycle Transportation Alliance  | Metro  | Vancouver Watersheds Council  |
| Bike Me! Vancouver   | Mt. Hood Community College                           | Vancouver-Clark Parks and Recreation Advisory Commission            |
| BikePortland.org   | Multnomah County Drainage District                   | Villages of Mount Hood  |
| Bonneville Power Administration  | National Park Service                                | Washington County Bicycle Transportation Coalition                  |
| Boring-Damascus Grange   | North Clackamas Parks and Recreation District        | Washington State Department of Natural Resources                    |
| Bureau of Land Management  | npGREENWAY   | Washington State Department of Transportation                       |
| C-Tran   | Oregon Department of Transportation                  | Washington State Parks  |
| Chinook Trail Association  | Oregon State Parks and Recreation                    | Washington State Recreation and Conservation Office                 |
| Clackamas County Water Environment Services  | Parks Foundation of Clark County                     | Washington State University   |
| Clark College  | Port of Portland                                     | Washington Trails Association                                       |
| Clark County Bicycle Advisory Committee  | Port of Ridgefield                                   | Washington Water Trails Association                                 |
| Clark County Executive Horse Council (representing 50 equestrian associations and clubs) | Port of Vancouver                                    |   |
| Clark County Health Department   | Port of Washougal                                    |   |
| Clark County Public Works  | Portland General Electric                            |   |
| Clark County Running Club  | Portland Bureau of Transportation                    |   |
| Clark Public Utilities   | Portland Parks and Recreation                        |   |
| Clark Regional Wastewater District   | Portland Parks Foundation                            |   |
| Clean Water Services   | Portland Planning Bureau                             |   |
| Columbia County  | Portland State University                            |   |
| Columbia Land Trust  | Portland SW Trails Group                             |   |
| Columbia Slough Watershed Council  | Portland Water Bureau                                |   |

### Bi-state Regional Trail planning team



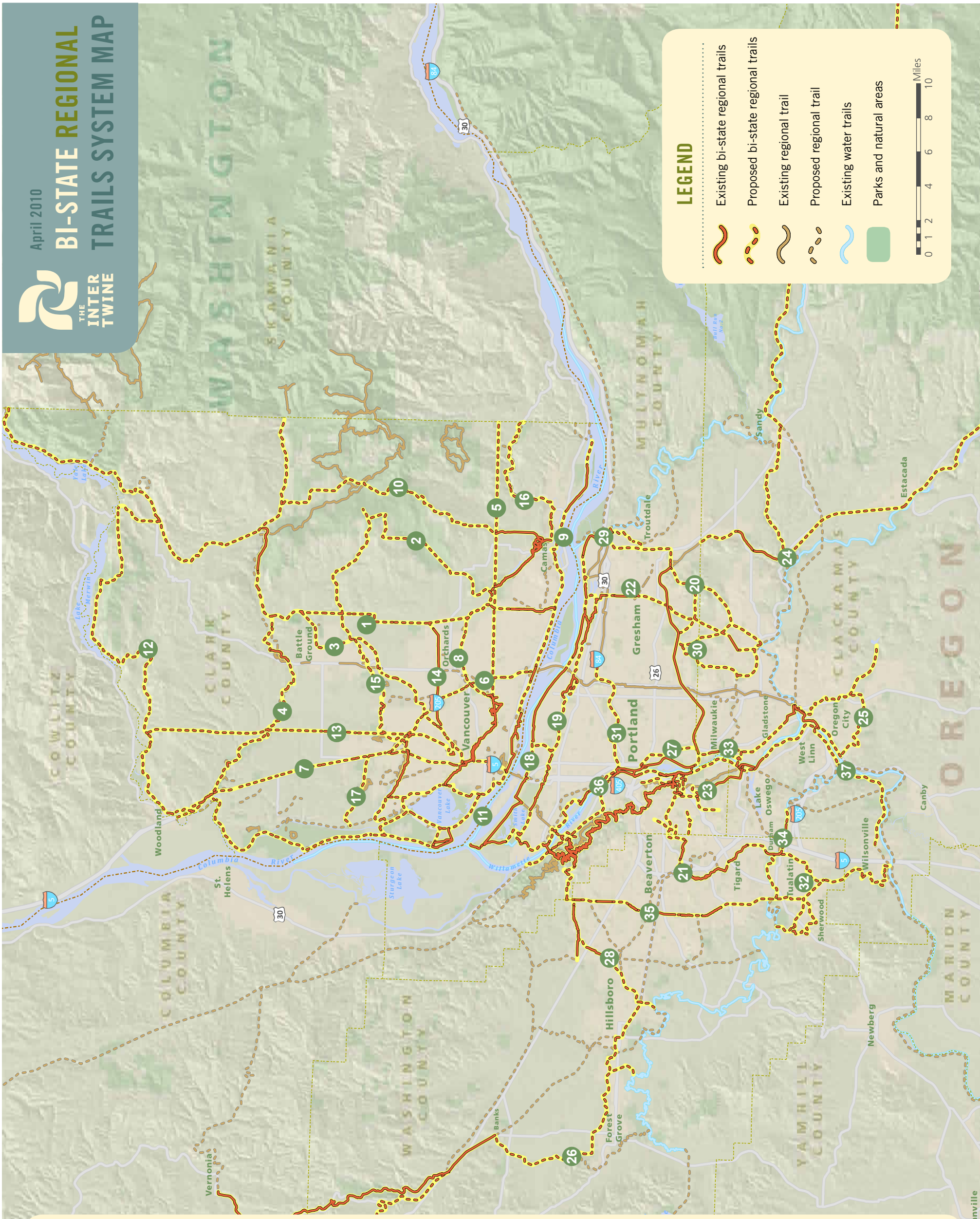
National Park Service has supported this project with technical assistance from the Rivers, Trails and Conservation Assistance program and financial support through the Challenge Cost Share program.





April 2010

# BI-STATE REGIONAL TRAILS SYSTEM MAP



## 37 PROPOSED BI-STATE REGIONAL TRAILS

- 1 Battle Ground – Fisher's Landing Trail
- 2 Camp Bonneville Trail
- 3 Chelatchie Prairie Rail with Trail
- 4 East Fork of the Lewis River Trail
- 5 East Powerline Trail
- 6 I-205 Corridor Trail
- 7 I-5 Corridor Trail
- 8 Lake to Lake Trail
- 9 Lewis and Clark Discovery Greenway Trail
- 10 Livingston Mountain/Dole Valley Trail
- 11 Lower Columbia River Water Trail
- 12 North Fork of the Lewis River Trail
- 13 North-South Powerline Trail
- 14 Padden Parkway Trail
- 15 Salmon Creek Greenway Trail
- 16 Washougal River Corridor Trail
- 17 Whipple Creek Greenway Trail
- 18 40-Mile Loop
- 19 Columbia Slough Trail
- 20 East Buttes Loop
- 21 Fanno Creek Greenway
- 22 Gresham/Fairview Trail
- 23 Hillsdale to Lake Oswego Trail
- 24 Mount Hood Connections
- 25 Oregon City Loop
- 26 Path to the Pacific
- 27 Portland Maximum Mode Split
- 28 Rock Creek Greenway
- 29 Sandy River Greenway
- 30 Scouters' Mountain/Mount Scott Loop
- 31 Sullivan's Gulch Corridor Trail
- 32 Tonquin Trail
- 33 Trolley Trail and 17th Avenue Connection
- 34 Tualatin River Greenway
- 35 Westside Trail
- 36 Willamette Greenway North
- 37 Willamette Greenway South

## LEGEND

- Existing bi-state regional trails
- Proposed bi-state regional trails
- Existing regional trail
- Proposed regional trail
- Existing water trails
- Parks and natural areas





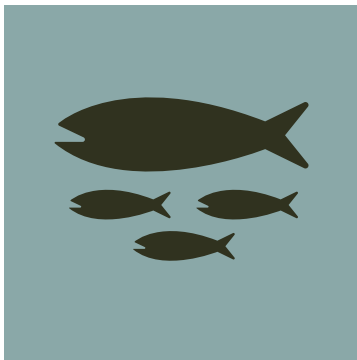
**I RECOGNIZE THE IMPORTANCE OF WORKING COLLABORATIVELY ON BI-STATE ISSUES THAT DEVELOP A COMMON VISION FOR MAJOR TRAIL COMPONENTS... I AM VERY PLEASED TO SUPPORT THIS EFFORT AS I BELIEVE BY LEVERAGING EFFORTS FROM OREGON AND WASHINGTON, IT WILL BENEFIT THE COLLECTIVE COMMUNITY IN NON-TRADITIONAL DELEGATION SUPPORT TO IMPROVE CONNECTIVITY, ALTERNATIVE MULTI-MODAL TRANSPORTATION CHOICES, AND PUT A NEW FOCUS ON INFRASTRUCTURE CHOICES THAT CAN DIRECTLY PLAY AN IMPORTANT ROLE IN IMPROVING COMMUNITY HEALTH.**

**– Patty Murray, US Senator, State of Washington**



**AS A LONGTIME ADVOCATE OF ACTIVE TRANSPORTATION, I CONGRATULATE THE INTERTWINE ON THE CREATION OF THE BI-STATE REGIONAL TRAILS SYSTEM CONNECTING PORTLAND AND VANCOUVER. THE CONTRIBUTIONS OF LOCAL JURISDICTIONS, REGIONAL AND STATE AGENCIES, TRAIL ADVOCACY GROUPS, CIVIC LEADERS AND CITIZENS TO THE PLANNING OF THIS EFFORT HAS BEEN UNPRECEDENTED AND SPEAKS VOLUMES ABOUT OUR REGION'S COMMITMENT TO HEALTHY CITIZENS AND A SUSTAINABLE ENVIRONMENT.**

**– Congressman Earl Blumenauer, State of Oregon**



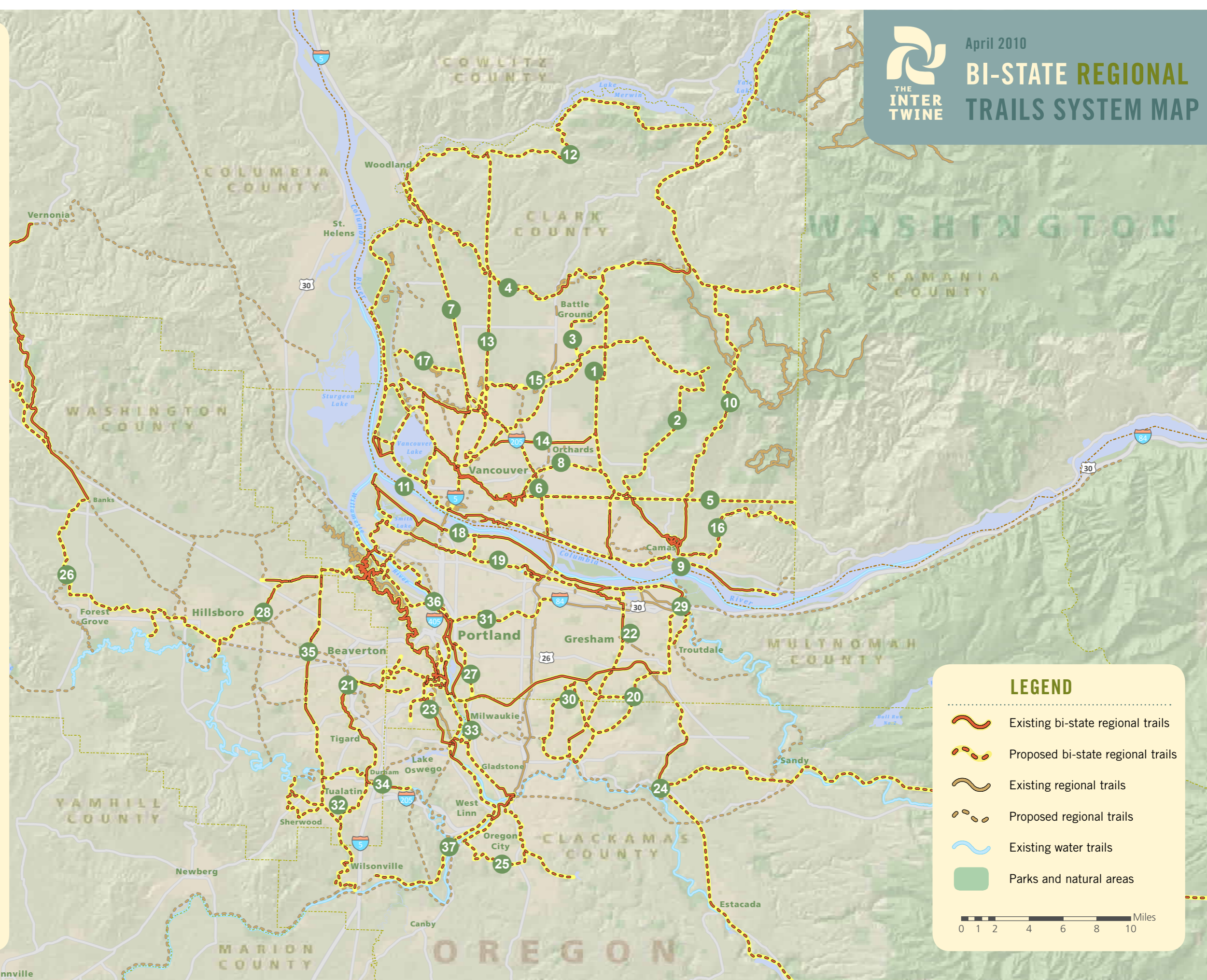


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