

**Warrenton
Trails Master Plan
Warrenton, Oregon**

Prepared by:
The City of Warrenton

In Association With:
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Introduction

Transportation Facilities

Trails are part of the *Warrenton Development Code's* definition of transportation facilities: "The physical improvements used to move people and goods from one place to another; i.e. streets, sidewalks, pathways, bike lanes, airports, transit stations and bus stops, et cetera".

Zoning

As trails are part of transportation facilities, they are permitted in most zones. The *Warrenton Development Code* allows transportation facilities (i.e. trails) and improvements as outright permitted uses in the following land use districts zones: Low Density Residential (R-40), Intermediate Density Residential (R-10), Growth Management Zone Standards R-10 (GM), Medium Density Residential (R-M), High Density Residential (R-H), General Commercial (C-1), Commercial Mixed-Use (C-MU), Open Space Institutional (OSI), Recreational Commercial (R-C), General Industrial (I-1), Marine Commercial (C-2), and Water Dependent Industrial Shorelands (I-2).

Warrenton Comprehensive Plan

The *Comprehensive Plan* supports the development of expanded and new trails as part of a multi-modal transportation system. The Trails Master Plan will enable the existing trail system to be officially recognized as the City of Warrenton's trail network and to expand this network to other parts of the City. This Plan also recommends improvements that will upgrade the existing system where needed, fill in the missing gaps, and connect to significant environmental features, schools, public facilities, local neighborhoods, historical sites and business districts in Warrenton and throughout the region.

The Planning Process

In 2004 the Warrenton Trails Association applied for and received a technical assistance grant from the National Park Service's Rivers and Trails program. In 2005, the grant was renewed for a second year. The National Park Service staff was instrumental in building partnerships, organizing public outreach, keeping the process on track, and providing critical inventory and mapping support.

On March 14, 2006 the Warrenton City Commission, by unanimous vote, passed a resolution and order (Appendix D) initiating the process of creating a comprehensive trail plan for Warrenton. Thereafter the non-profit Warrenton Trails Association (WTA) undertook to carry out the work in partnership with the City and with the technical assistance provided by the National Park Service Rivers and Trails Program.

In 2007 the City of Warrenton applied for and received a Resource Assistance

for Rural Environments (RARE) participant from the University of Oregon. The RARE participant assisted in finishing the inventory and mapping of the Warrenton Trail Network.

From the work of the planning team and public input, an outline of issues, goals, and objectives, and a list of potential projects were developed.

Meetings

- *The Talkin' Trails Workshop* (May 18, 2006) was used to translate goals and objectives into actions to facilitate implementation of a plan. The notes from this meeting are found in (Appendix B). Forty-two people attended including many community leaders.
- Follow-up meeting was held at City Hall on August 29, 2006 to *solidify* the direction for the trail plan (Appendix C). There were no changes to the documents and maps presented.
- WTA met on the following occasions to develop the draft plan: Nov 14, 2006, Dec 5, 2006, Jan 17, 2007, and February 23, 2007.

Goal

The goal of the *Warrenton Trails Master Plan* is to create a comprehensive network of trails that links destinations, natural features, historic landmarks, community facilities, other transportation facilities, neighborhoods, businesses, regional trails, adjacent communities, and state and federal parks. This trail system will provide connections for residents to travel to work, to shop, and to recreate.

Specific Goals

Goal 1: Trail Development and Regional Connections

Provide a trail system within and around Warrenton to connect regional trails seamlessly with the local trails and to enhance regional trails with adjacent communities, and state and federal parks. Encourage new development and subdivisions to connect with the trail system.

Goal 2: Access

Develop a trail system for people with disabilities and of all ages, pedestrians, bicyclists and other non-motorized trail users. Locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local access to the trail system and reduce duplication of supporting improvements.

Goal 3: Community Linkages

Link trails to residential neighborhoods, the downtown, commercial areas, and community facilities such as the library, parks, historic areas, schools, and City

Hall. Work with the City of Warrenton's Departments and applicable agencies, utilities and entities to encourage use of existing public right-of-ways and to establish access easements particularly through dike and utility corridors.

Goal 4: Amenities

Furnish trail systems with trailhead improvements: interpretive and directional signage systems, benches, drinking fountains, restrooms, parking and staging areas.

Goal 5: Maintenance and Emergency Access

Develop trail design and development standards that are easy to maintain and to access by maintenance, security, and emergency vehicles.

Goal 6: Preservation

Create trail access to view corridors and view sheds at scenic vantage points within and around Warrenton. Preserve sensitive natural areas by designing and planning trails without impacting or degrading the environment.

Benefits of a Trails System

This trail system will provide transportation routes, recreational opportunities, revenue, educational opportunities, and linkages to natural areas, cultural and historical attractions, Warrenton's neighborhoods and adjacent communities.

Transportation

The trails increase transportation choices by creating non-motorized travel routes connecting residential areas with major destinations and motorized and transit routes. Warrenton's trail system provides routes for residents to work, to school, and to recreational areas.

Recreation and Health

The trails provide recreational opportunities for residents, tourists, and adjacent communities. An added benefit as reported in a study published in the American Journal of Preventive Medicine (Health Day, Oct. 16, 2006), people who use community trails at least once a week are two times more likely to meet daily exercise recommendations than those who rarely or never use trails.

Economic Benefits

Trails increase the quality of life which can make an area more attractive for business relocations and in-migration. According to the National Association of Homebuilders, the most desired amenity of prospective buyers is trails.

Trails connecting to parks generate economic benefits. Annual visitation to Fort Stevens State Park overall is about 1.4 million, including about 150,000 to

the fort site; 350,000 to the campgrounds; and 900,000 to other day use areas in the park (Note: Some of the campers are counted more than once as they also visit the fort and other day use areas).

Education

Trail corridors can be used as outdoor classrooms by teachers and students, members of the community, and scientists in a wide range of studies, including biology, ecology, geography, and history.

Linkage to Natural Areas

Warrenton's trail system is designed to provide access along the City's waterways. The City of Warrenton is bordered by four major water bodies: the Pacific Ocean to the west, the Columbia River to the north, Young's Bay to the northeast and the Lewis and Clark River to the east. Bisecting the City north to south is the Skipanon River waterway, a tributary of the Columbia River. The trail links to Shag Lake, Long Lake, Wild Ace Lake, Cemetery Lake, Fort Stevens State Park, Skipanon Park, Eben Carruthers Park, Hammond Marina, Warrenton Marina, and Swash Lake wildlife viewing platform.

Cultural and Historic Attractions

The trail system creates a physical connection to the historical sites in and around Warrenton. Connections to historical sites include: the Lighthouse Park Interpretive Center, the Warren House, the Lewis & Clark Interpretive Center at Eben H. Carruthers Memorial Park, the Seafarers Park with the Coast Guard Memorial, the Fort Stevens State Park Museum and Interpretive Center, the World War I and II Batteries, the historic marker commemorating the only Japanese shells to land on US mainland during World War II, the Peter Iredale Wreck, the Smith Mission site on Ridge Road, the Camp Kiwanilong Arboretum, Slim Schragger Memorial Trail, Camp Rilea, Neacoxie Creek.

Connections to Other Trails

Connecting the Warrenton Trail System beyond the borders of Warrenton expands the opportunities for enjoyment of the entire North Coast region.

Fort Stevens Park

The Warrenton Waterfront Trail connects to the Fort Stevens Trail Network at the Forest Stevens Park's east gate located near Seafarers Park, and proceeds through the parks trail network which connects to "Burma Road" at its south end.

Burma Road

This trail starts at the southwest boundary marker of Fort Stevens State Park and continues along what is commonly known as Burma Road. The road terminates at DeLaura Beach Lane, where the trail then utilizes the shoulder on DeLaura Beach Lane and turns east at the intersection with Ridge Road utilizing the shoulder.

Ridge Road to the Fort to Sea Trail via Camp Rilea

A proposed 1.2 mile section of trail will connect Ridge Road to the Fort to Sea Trail following the dune and riparian area adjacent to E. Neacoxie Creek and the northeast border of the Camp Rilea Military Installation. The trail would provide an eastern route around the National Guard Camp when live fire closes the beach and increases the Camp's security with fencing along the Trail and Camp's border. The route along the E. Neacoxie Creek is noted for wildlife sightings.

Ridge Road to DeLaura Beach Lane

This 1.5 mile section of the trail utilizes the shoulders that are proposed for paving improvements by Clatsop County. This trail segment connects the N.E. Camp Rilea Trail and the shoulder trail segment along DeLaura Beach Lane. The trail features homes, the East Neacoxie Creek and a historical marker for the Smith Mission.

Fort Clatsop Fort to the Sea Trail

This section of the trail will follow the route of the Lewis and Clark National Historic Park's Fort to Sea Trail. Cyclists will go north to Perkins Road following it to the gated entrance to Old Stage Coach Road, and then proceeding on this spur of the Fort to Sea trail until it rejoins the main trail just before the vista point. Pedestrians will proceed directly along the Fort to Sea Trail to Fort Clatsop. This new national trail is renowned for the diversity of terrain and wildlife while approximating Lewis and Clark's historical route to the Pacific Ocean over the North Coast.

The Lewis and Clark National Historic Park, also known as Fort Clatsop, was the winter encampment for the Corps of Discovery from December 1805 to March 1806. The visitor center includes a replica of Fort Clatsop built by the explorers. This area is the location of the trailheads for the Fort to Sea Trail and Netul River Trail.

Warrenton Trails Network

Existing Trails (All Trail Maps are located in Appendix G)

Warrenton Waterfront Trail

Length: 4.5 mi

The Warrenton Waterfront Trail begins at the Skipanon River Park at 3rd Street Park Trailhead, from this point the trail route proceeds along the Skipanon River Dike under the East Harbor Drive Bridge and along Harbor Drive, past the Lighthouse Park to NE 1st Street where it then picks up the old railroad bed traveling northwest along the old railroad right-of-way under a canopy of trees emerging at the Alder Creek outlet with a stunning view of the Columbia River. Preceding northwest the trail reaches Tansy Point, at the northwest end of NW 13th Street. The trail then follows 13th Street southwest and connects to Highway 104/NW Warrenton Drive, following Warrenton Drive for a short distance north then cuts back toward the waterfront through Eben H. Carruthers Park and Trailhead. From the Lewis and Clark View Point at the waterfront, the trail proceeds north along the old railroad right of way until Enterprise or Gray Street where it continues to Pacific Drive. At Heceta Street it jogs right and then left onto Pacific Drive to Heceta Place where it turns right and continues to the Hammond Marina. The trail follows Iredale Street through Hammond Marina to Seafarers Park where it could connect to the Fort Stevens State Park trail system.

Lagoon Trail Spur

Length: .5 mi

At the Alder Creek crossing there is a spur off the Warrenton Waterfront Trail which follows the City's dike southeast toward NE 5th Street. This spur is called the Lagoon Trail.

Surrounding Area

The Warrenton Waterfront Trail borders the 3,700 acre Fort Stevens State Park. Fort Stevens was the primary military defense installation for 84 years, beginning with the Civil War and closing with World War II. The broad panorama includes Columbia River and Washington's Cape Disappointment and lighthouse across the river. A Seafarers Memorial marker, dedicated to the Coast Guard crew of M/V Triumph lost at Peacock Spit is located in this park.

The Lighthouse Park along the Waterfront Trail is located at the junction of NE Skipanon Drive and NE Harbor Court in the downtown. Its construction was sponsored by the Fishermen's Benefit Fund and it serves as a memorial to fishermen who have lost their lives at sea.

This area includes the Columbia River and its beach front at Tansy Point and the wetlands of Alder Cove and Tansy Creek. Along the Columbia River, the shorelines include Carruthers Park and Warrenton Fiber Company's log storage, handling, and chipping operation. There are also some areas of low density residential and recreational development, and sewage treatment ponds, but much of the shoreline is undeveloped. East of Alder Cove is the west bank of the Skipanon dominated by the Weyerhaeuser lumber mill. Birds and wildlife inhabit the wetlands surrounding Alder Cove. The Port of Astoria owns tidelands outside the dike on the south and west sides.

The view from the Lewis and Clark Overlook at E.B. Carruthers Park encompasses the Columbia River, the mountains and forests in Washington, and the City of Astoria. The Hammond Marina, under the ownership of the Army Corp of Engineers, consists of about 36 acres of dry land and 25 acres of water area and includes Seafarers Park.

Implementation Actions

- ❖ Design and seek funding for trail improvements, such as leveling and hard surfacing that will allow for bicycle passage and disabled access.
- ❖ Resolve Railroad Right-of-Way ownership issues and continue the Warrenton Waterfront Trail along the river to the Hammond Marina changing the existing route from detouring to the road shoulder at Enterprise/Gray Street.
- ❖ Market this site in brochures and other regional tourist information as one of the finest birding areas on the lower river that is easily accessed by visitors.
- ❖ Provide interpretive brochures and other user information at the trailhead,
- ❖ Acquire trail access along the river if the opportunity arises,.
- ❖ Work with Oregon Parks and Recreation Department to open the Fort Stevens gate to allow access by pedestrians and visitors in and out of the park at this location.
- ❖ Protect the upper bank from erosion using small riprap or other alternatives such as beach nourishment using dredged channel sand. If riprap is used, connect this with the riprap at Point Triumph.
- ❖ Design, develop, and place interpretive panels along the trail at high use locations. Potential interpretive subjects include local species of fish, the processing of fish, ships and shipping on the Columbia.
- ❖ Consider a pedestrian crosswalk at Carruthers Park and at NW 13th

Street.

- ❖ Improve the road shoulder along NW 13th Street to include a path from Tansy Pt. to Hwy 104.

Skipanon River Loop Trail

Length: 2 mi

The Skipanon River Loop Trail begins at the 3rd Street Skipanon Park Trailhead. From this point the trail proceeds along the Skipanon River dike under the Harbor Drive Bridge. The trail then turns onto the Harbor Drive Bridge and follows Harbor Drive to the Warrenton Marina parking lot, continuing through the parking lot, then north to the Skipanon River dike, following the dike back under the Harbor Drive Bridge and along the east river bank of the Skipanon River. At the 8th Street Dam the trail crosses the Skipanon River and continues on the west river bank following the dike to 3rd Street and back to the Skipanon River Park Trailhead.

East Skipanon River Spur

Length: 1 mi from 8th Street Dam

A spur of the Skipanon River Loop Trail continues past the 8th Street Dam along the east river bank dike. This trail connects to the Skipanon Peninsula Trail at the Warrenton Marina. The south end of the trail connects to Alternate Highway 101 near Warrenton High School.

Surrounding Area

This trail segment is primarily on the dikes along the Skipanon River. The Skipanon River has marine and estuarine species, and is an important habitat for native and migratory bird. The Skipanon River Park provides a Trailhead for this trail.

The Skipanon River and its shorelines are home to some principal industrial and commercial areas of the City: Weyerhaeuser, a lumber mill; Pacific Coast Seafoods, a fish processor; the Warrenton Marina; a fish market; a commercial boat repair yard; and charter fishing boat operations.

Historically, the Skipanon area is where the City first developed. The Warren House, the restored home of the city's founder built in the late 1800s, sits on the west bank of the Skipanon River. In addition to the Warren Mansion the Mail House on 13th and Anchor Street is identified as a Historical Site along the trail.

The east bank of the Skipanon with the exception of the boat basin and associated businesses consists mostly of vacant land owned by the City, the Port of Astoria and the State of Oregon. Downtown Warrenton is located on the west bank of the Skipanon River just upstream from the boat basin. The highway running directly through downtown is one of the two principal routes

to Fort Stevens State Park and the Hammond Mooring Basin, the principal launch point for thousands of recreational boaters who participate in the popular Columbia River “Buoy 10” salmon fishery each summer.

Implementation Actions

- ❖ Complete the trail under the East Harbor Drive Bridge.
- ❖ Research land use and access to the dike on the west bank south of 3rd Street to determine the feasibility of a full waterfront route along the west bank.
- ❖ Design and build a multi-use path along both sides of the dike following the above route as much as possible.
- ❖ Identify particular scenic spots and build benches for walkers to rest and view wildlife and boaters.
- ❖ Create a pedestrian friendly access point from Alternate Highway 101 Bridge to the south entrance of the Eastern Skipanon River Spur Trail.

Skipanon River Water Trail

The Skipanon River, from the 2nd Street small craft launch ramp features flat navigable waters that flow through residential and natural landscapes with a portage required over the 8th Street Dam to travel upstream. From the 2nd Street dock one can also paddle downstream to the commercial and recreational Harbor area with vistas of boat yards, the Warren mansion, and ocean going vessels. With planning, the tides can facilitate an upstream or downstream paddle trip past islands, commercial fish processing plants, old growth Sitka Spruce and connect to a proposed landing at the Fort to Sea Trail Bridge over the Skipanon. Traveling upstream from the 8th Street Dam the Skipanon takes lazy turns through town passing under old Highway 101, past the Warrenton High School Fish Hatchery and through old growth Sitka forested shores and wetlands. The Skipanon River Water Trail is suitable for inclusion in the bi-state 146 mile lower Columbia River Trail network.

Implementation Actions

- ❖ Design and build a portage over the 8th Street Dam.
- ❖ Identify other public access sites on the river that could feature a dock, ramp, landing or steps for a public small craft access point.
- ❖ Design and build public access points for small craft.
- ❖ Maintain pedestrian and small boat ramp and dock at 2nd street Skipanon River access point.
- ❖ Design and post boater information signage.
- ❖ Create a water trail informational brochure and map.

DeLaura Beach Trail

Length: 1 mi

The DeLaura Beach Trail follows the south shoulder of DeLaura Beach Lane

from Clatsop County's Burma Road trail and beach access trail east to Ridge Road. This trail starts near the dunes and the ocean, crosses the southern tip of Long Lake, and then traverses a short distance uphill to Ridge Road. It is a favorite trail for equestrians.

Surrounding Area

At the intersection of DeLaura Beach Lane and Ridge Road is an historic marker commemorating the only Japanese shells to land on the US mainland during WWII is located on this trail. A Historic marker commemorating the only Japanese shells to land on the US mainland during WWII is located on this trail.

Implementation Actions

- ❖ Proposals with earmarked funds are directed toward developing a trail along the south shoulder of DeLaura Beach Lane.

Airport Dike Trail

Length: 2 mi

The Airport Dike Trail starts at a small, makeshift trailhead along Business Hwy. 101 at the foot of the Lewis & Clark Bridge. The trail follows the Airport Dike from this point along the waterfront of Young's Bay. The Airport Dike ends at the foot of the Young's Bay Bridge and the trail turns west to follow HWY 101 to the Harbor Drive crosswalk and ends at the Warrenton Shopping Area. From this point the trail connects to the Skipanon Peninsula Trail and Spurs.

Issues

There are security and safety issues because of the proximity of the airport, which has regular Coast Guard and small air carrier service. The access gate at the beginning is awkward for cyclists and is not handicap accessible. A gate exists 100 yards or so from the end of this segment which is currently padlocked but plans call for it to be the same as the entry gate at the start. Some barbed wire fencing and a chain prevent access by car from Highway 101, but is easily managed by pedestrians.

Today one can connect from the Airport Dike Trail to Fort Clatsop on the shoulder of old highway 101 (Business 101). A preferred future route would be along the dike works of Diking District 11.

Implementation Actions

- ❖ Improve the dike surface for multi-use.
- ❖ Provide signs for directions and warnings regarding airport traffic hazards.
- ❖ Create trailhead parking at the south end (Lewis & Clark Bridge).

Grade School Trail

Length: .5 mi

The Grade School Trail follows the abandoned railroad bed from the Warrenton Elementary School to Downtown Warrenton (2nd and Alder Street) and the Warrenton City Park.

Implementation Actions

- ❖ Improve trail surface for multi-use.
- ❖ Provide signs for direction and trail connections; this trail is in proximity to the Skipanon River Park and associated trails.

Hammond Post Office Trail

Length .5 mi

The Old Hammond Post Office Trail begins at the Hammond Post Office on the corner of Pacific Drive and Iredale Street. The trail follows Iredale Street south and turns west onto 9th Street and continues on 9th Street to Ridge Road.

Implementation Actions

- ❖ Improve trail surface for multi-use.
- ❖ Provide signs for direction and trail connections; this trail is in proximity of the Beaver Trail.

Proposed Trails

The City has published the Warrenton Tsunami Evacuation Map showing evacuation routes from various parts of the City. If roads become impassible, the establishment of local trails could provide alternative routes for people to travel.

Beaver Trail (approximately 2.8 miles) -begins at the Hammond Post Office at the corner of Pacific Drive and Iredale Street. The trail follows Iredale Street south and continues onto the undeveloped platted Iredale Street. Then the trail meanders south following the remnants of an old logging road through to the platted 11th street and the KOA Kampgrounds. From this point the trail is proposed to continue south to the Warrenton Soccer Fields.

Implementation Actions

- ❖ Designate associated platted streets as trails and acquire necessary public easements.
- ❖ Improve trail surface for multi-use.
- ❖ Provide signs for direction and trail connections.

Creekside Trail (approximately 2.2 miles)

1. **Northern Section**-follows existing road shoulders and begins at the intersection of King Street and Harbor Drive and follows the shoulders of Harbor Drive southeast to Marlin Avenue, the route then goes south along

Marlin Avenue. At the intersection of Marlin Avenue and Highway 101 the route turns southwest on the Business Highway 101. The route then follows Business Highway 101 east to Southeast Jetty Avenue turning south onto Southeast Jetty Avenue. The route follows Southeast Jetty to Southeast 14th Street turning east on 14th Street. Following Southeast 14th the route turns into a dirt road which leads to the North Coast Business Park near the Clatsop County Animal Shelter.

2. Eastern Section-connects with the Eastern Skipanon River Trail Spur at the intersection of this trail and Highway 104 Spur. From this point the trail would follow Highway 104 Spur northeast to Ensign Lane. The trail would turn southeast onto Ensign Lane along the shoulders of this street southeast across Highway 101 ending at the North Coast Business Park near the Clatsop County Animal Shelter.

3. Southern Section-continues south of the North Coast Business Park, meandering along scenic waterways and old logging roads found in this area. This proposed trail does not have a defined route but ideally would connect with residents and communities located south of the North Coast Business Park. Significant development and re-routing of streets with business and housing are currently planned for this area.

Implementation Actions

- ❖ Improve trail surface where trail follows city streets, improve road shoulders for pedestrian use.
- ❖ Engineer safe crossings for pedestrians where trail crosses busy streets.
- ❖ Provide signs for direction and interpretation.

Shag Lake Trail (approximately 1 mile) begins at the west end of 2nd Street and continues along platted 2nd street turning south along Juniper Street and the meandering westward toward Shag Lake. From the lake the trail follows an existing (unofficial) trail route southwest to the Warrenton Soccer Fields.

Implementation Actions

- ❖ Improve trail surface.
- ❖ Provide signs for direction and interpretation.

Platted 11th Avenue -this trail follows platted and undeveloped 11th Avenue. This proposed trail traverses farms, fences, gates, wetlands and the KOA properties at the west end of this route are significant considerations and challenges to maintaining an open trail.

PreMarq Center to North Coast Industrial Park-this area is very populous during business hours and signage indicating a roadway shoulder route to the North Coast (Industrial) Business Park assembly area is needed. The suggested route would currently direct people to Marlin Avenue and then to Hwy 105 (old

101) and the entrance to the North Coast Business Park.

Implementation Actions

- ❖ Improve trail surface.
- ❖ Provide signs for direction and interpretation.

Spirit Loop Trail

Approx. Length: 1.5 mi

The Spirit Loop Trail begins at an unofficial trailhead along 9th Street just east of Juniper Street. From this point the trail meanders south onto an old logging road which spurs off to the east and west, both spurs lead to the Oceanview Cemetery. The trail follows the west spur to the northern end of the cemetery and then goes south along the Cemetery Lake to DeLaura Beach Lane and then loops around the east side of the cemetery north back to the old logging road.

Implementation Actions

- ❖ Work with the City of Astoria to obtain easements or public use agreements for official designation of this trail.
- ❖ Improve trail surface for multi-use.
- ❖ Provide signs for direction and interpretation.

Skipanon Peninsula Trail and Spurs

Length: 4-5 miles

Skipanon Peninsula Trail runs along the Skipanon Peninsula Dike from the toe of Young's Bay Bridge following the Young's Bay waterfront to the Skipanon River and along the east bank of the Skipanon River to the Warrenton Marina. This trail has spurs at several places through the undeveloped wetlands of the peninsula, including a spur running along King Street to Harbor Drive. The Skipanon Peninsula Trail connects to the Skipanon Loop Trail through the Warrenton Marina.

Implementation Actions

- ❖ Work to obtain easements or public use agreements for official designation of this trail.
- ❖ Improve trail surface for multi-use.
- ❖ Provide signs for direction and interpretation.

Overall Actions

1. Locate trailheads at or in conjunction with park sites and community facilities to increase local access to the trail system.
2. Furnish trail systems with trailhead improvements that include interpretive and directional signage systems, benches, and parking.
3. Maintain up-to-date trail plans and maps.

4. Encourage trail use by schools for science education and athletic training.
5. Enhance access for people with disabilities.
6. Partner with local groups such as bird watchers.
7. Properly sign and maintain trails, including the creation of interpretive signage.
8. Partner with local groups to help with trail maintenance.
9. Market the waterfront access and trails system as a recreational resource to both residents and visitors.
10. Establish Adopt A Trail Program.
11. Obtain funding through federal and state grants, private/public partnerships, and community fund raising.
12. Connect with the Astoria Riverwalk.

Appendix A

Statewide Comprehensive Outdoor Recreation Plan (SCORP)

(Source: Clatsop County Parks & Recreation Master Plan 2006)

In 2002, the Oregon Parks and Recreation Department completed a Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2003-2007 for Oregon. The outdoor recreation habits of 4,400 Oregonians and 800 residents from California, Washington and Idaho were surveyed in this study. The plan constitutes Oregon's basic five-year strategy for outdoor recreation. It provides the state with up-to-date regional information and planning tool serving as the basis by which all Oregon recreation providers (state, federal, local and private) are able to: catalog and rank their recreation needs, obtain funding through partnerships and grants, and clarify their respective roles.

The completion of the SCORP report allowed the state to maintain its eligibility to participate in the federal Land and Water Conservation Fund (LWCF). (The state has received approximately \$235 million from the fund during the last 40 years.) To allocate LWCF monies in an objective manner, a set of *Open Project Selection Process* criteria were developed during the 2003-2007 Oregon SCORP planning process. The Oregon Parks & Recreation Department uses these criteria to evaluate statewide LWCF grant proposals.

Regional recreational trends and issues reported by recreational providers in SCORP have implications for Warrenton. For example: Recreational providers consistently report that the recreational infrastructure in Oregon is aging and needs rehabilitation. Recommendation was made to focus rehabilitation priorities on sites and facilities that satisfy current recreational need and ensure long-term performance.

The public is asking land managers to place more emphasis on preserving existing vegetative communities and wildlife habitat systems. People want quiet, natural places where they can go to recreate and renew.

People are taking shorter trips closer to home due to less disposable leisure time. The increase in gas prices since SCORP was adopted has also reinforced the desire to limit travel by visiting nearby destinations.

There is an increased emphasis on regional recreation planning. Rural communities are becoming more interested in collaborating with managers and recreation providers with the aim of diversifying their economies, while maintaining their quality-of-life values.

Recreational trails are important to Oregonians. The growing number of diverse land and water trail users requires planning to provide additional trail facilities including inter-connected opportunities where appropriate.

SCORP examined and presented the recreation utilization data collected in a variety of ways:

Recreation Activity: Statewide

Table 1 below shows the percent of Oregon’s population that participates in various recreational activities. Nearly three out of four Oregon households surveyed participate in some type of outdoor activity:

Table 1 - Participation Rate by Activity

Activity	% of Pop. that Participates**	Total Annual Trips (OR)
Trail & off-trail activities	39.0%	14,744,923
Motorized recreation activities	12.8%	4,751,472
Road or street activities	58.5%	103,903,728
Snow-related activities	7.5%	2,212,796
Fishing, crabbing and clamming	27.9%	9,550,422
Boating activities	20.4%	4,734,151
Swimming or beach activities	34.9%	10,850,854
Nature study activities	31.2%	37,595,297
Hunting or shooting activities	13.7%	5,976,196
Camping activities	27.6%	4,834,071
Picnicking and sightseeing activities	45.5%	12,412,549
Outdoor sports and games	40.1%	36,056,353
All outdoor activities	73.7%	247,622,813

** From The Research Group (TRG) calculations

Table 2 below lists the ten most popular recreational activities of Oregon residents.

Activity	Estimated Annual User Days* (Millions)
1. Running/Walking for Exercise	49.2
2. Walking for Pleasure	47.7
3. Bird watching	18.7
4. Nature/Wildlife Observation	17.6
5. Sightseeing/Driving for Pleasure	12.3
6. RV/Trailer Camping	11.0
7. Golf	9.6
8. Using Park Playground Equipment	8.8
9. Bicycling	7.4
10. Ocean Beach Activities	6.0

* A user day is one instance of participation in a single outdoor recreation activity by one person.

In its study of recreation trends, SCORP divided the state into 11 planning regions. Region 1 consists of Clatsop, Tillamook and Lincoln counties, and approximately 1/5 of Lane County (the coastal portion). While it includes an area larger than Clatsop County, the Region 1 findings provide insight into types of recreation taking place in the north coastal region. Table 3 below shows the percentage of Region 1 residents who participate in the 11 most popular recreational activities.

Table 3 - Percentage of Region 1 Participating in Recreational Activities (11 most popular)

Sightseeing/driving for pleasure	44%
Walking for pleasure	41%
Beach activities	36%
Visiting cultural/historic sites	31%
Running/walking for exercise	30%
Nature/wildlife observation	29%
Collecting (rocks, plants, mushrooms, etc.)	28%
Picnicking	24%
Fishing from a boat	24%
Bird watching	22%
Fishing from shore	21%

SCORP estimated the demand for 30 recreational activities in 2002 compared to demand in 1987. For trail and off-trail activities in 1987 there were 550,399 (expressed as user occasions) and in 2002 user occasions were 993,897, an increase of 443,498.

Statewide SCORP issues were identified as:

- ❖ Major rehabilitation of existing outdoor facilities.
- ❖ Recreational trails/trail connectivity.
- ❖ Land acquisition.
- ❖ Ball fields.
- ❖ Water-based recreational resources and facilities.

SCORP has set the top three Region 1 priorities for Land and Water Conservation Fund LWCF funds

- ❖ Funding for additional camping facilities

- ❖ Funding for new and rehabilitated river access facilities.
- ❖ Funding for additional recreation trails (non-motorized).

Projects that address these regional and statewide issues will be given additional priority points in LWCF funding requests.

Non-Motorized Land Trails

The 2002 SCORP showed “running/walking for exercise” and “walking for pleasure” ranked number one and two in the statewide user days survey, far ahead of their nearest competitor, “bird watching” (SCORP Table 3-3, pp. 3-7 through 3-9). Also according to the state survey, day hiking in our region has experienced an 80.6% increase in user occasions between 1987 and 2002.

As cited on page 31, SCORP 2003-2007 gives one of its top three Region 1 funding priorities to additional non-motorized recreation trails. SCORP (p. 5-4) cites the need for: Additional recreation trails near populated areas. This includes acquisition of land or easements for trails and trail connections.

In addition, OPRD has also identified the following top statewide non-motorized trail issues:

- ❖ Need for trail connectivity within the region providing access from urban to rural trails, connections between public facilities, parks and open space and connections from state and regional trails to community trails.
- ❖ Need for additional non-motorized trails (for all user types) - especially in close proximity to where people live.
- ❖ Need for additional funding for non-motorized trail acquisition and development.

Potential strategies include allocating a certain portion of state lottery funds; acquisitions of fee title, easements and land exchanges; and ways to allow users to pay for trail facilities and services. (*Oregon Trails 2005-2014: Non-Motorized Trails*, OPRD, February 2005) It is important to recognize that OPRD staff use compliance with the above issues and priorities when evaluating grant applications.

Appendix B

Talkin' Trails Workshop (May 18, 2006)

Flip Chart Transcription

TEAM #1

- ❖ What Makes Trails Safer?
- ❖ Phone Coverage.
- ❖ Conflicts of Users: Pedestrians, bikes, horses (speed limits).
- ❖ Links to Major Development (schools, shopping centers, etc.) Astoria to Fairgrounds - create transportation route as well as recreational, etc. (research Centennial Trail in Spokane for ideas).
- ❖ Amenities: history of Warrenton, Salmon information, restrooms, brochure of existing trails.
- ❖ Improve Old Young's Bay Bridge.
- ❖ Improve New Young's Bay Bridge.
- ❖ Construct Lighthouse Park Sidewalk.
- ❖ Finish path under Skipanon Bridge to E. Harbor Drive.
- ❖ 2nd Street needs steps or a ramp for wheelchairs.
- ❖ Create different length of trails.
- ❖ Parking areas dispersed throughout trail system with activities to make parking areas safe.
- ❖ Trail around Skipanon Peninsula
- ❖ 4-wheel playground in the middle is fine.
- ❖ Off-highway bike trail: Ft. Stevens to Seaside.
- ❖ Hammond Boat Basin Future Fishing Pier - "I will be there!"
- ❖ Multi-use trail linking Astoria-Seaside-Cannon Beach (no cars - bikes, runners, walkers).

- ❖ Pedestrian - Bike path on Young's Bay Bridge.

TEAM #2

- ❖ Types of Trails/User.
- ❖ Mobility issues warrant paved paths, benches, flat or lower grade inclines and rest areas (water stops - potable).
- ❖ Visibility - viewpoints, birding areas, native plant identification.
- ❖ Control of non-native plant species & ongoing maintenance of invasives.
- ❖ Identification/inclusion of equestrian trail, ATV areas, hiking trails/biking trails/historical trails.
- ❖ Trail materials - non paved areas with environmentally friendly materials. Natural surfaces, composition, base rock, bark chip.
- ❖ Trails need to be well designed for drainage for erosion, trail longevity, etc.
- ❖ Leash law concerns - animal control and signage.
- ❖ Bridges/boardwalks?
- ❖ Shelters/blinds for viewing.
- ❖ Water trails (kayak, canoes).

TEAM #3

1. If your doctor said you had to start taking regular walks, where would you walk?

- ❖ Established trail - drive to parking important.
- ❖ Dog Friendly.
- ❖ Close & Convenient.
- ❖ Night Safe - Lighted.
- ❖ Neighborhood.
- ❖ Natural Setting & Wildlife.
- ❖ Variety Important.

- ❖ Urban Park Trails.
- ❖ River Walk - flat, even, blacktop (better than cement).
- ❖ Workplace convenience.
- ❖ Mileage Markers - fitness elements.
- ❖ Benches.

2. What makes a safe trail?

- ❖ Surface - Grading system.
- ❖ Light.
- ❖ Visibility.
- ❖ Traffic
- ❖ Walker - advisory - what to expect signs.

3. What features/amenities do you expect on a trail?

- ❖ Water.
- ❖ Dog bags/water.
- ❖ Litter baskets.
- ❖ Restrooms convenient.
- ❖ Benches with shade.
- ❖ Parking.
- ❖ Interpretive signs.
- ❖ Appropriate surfaces/incl. ADA.
- ❖ Good signage, brochures, maps.
- ❖ Donation iron rangers.
- ❖ Picnic facilities & trash bins.
- ❖ Safety instructions.

- ❖ Mile markers.

4. How to best share the trail and enforce rules?

- ❖ Stay on trail signs.
- ❖ “Yield To” Hierarchy.
- ❖ What goes in goes out.
- ❖ Effective Signs.
- ❖ Traffic flow indicators where needed.
- ❖ Appeals to protect environment.

5. Are there trail systems you know of that would be a good model for Warrenton?

- ❖ Peninsula Dune Trail.
- ❖ Vancouver, WA.
- ❖ Olympic Natl. Park.
- ❖ Variety including boardwalks.
- ❖ Nisqually State Park.

6. Types of trails & needs of different users

- ❖ Wheelchair.
- ❖ Water trails.
- ❖ Non-motorized.
- ❖ Horse.
- ❖ Scenic vs. exercise.

TEAM #4

BRAINSTORMING SOLUTIONS/ACTIONS FOR “OPPORTUNITIES/CONSTRAINTS” LIST

Constraints

1. How to continue the Skipanon Waterfront Trail, under the bridge on Harbor Drive to avoid walking on the bridge and crossing traffic.

- ❖ Alternatives suggested was a walking bridge hanging underneath the existing bridge (might restrict boat traffic).
- ❖ Have a hanging bridge - catwalk - on the side of existing bridge.
- ❖ Continue the trail upstream to the 8th Street dam on the east side of the Skipanon River and cross to the west side and pave to the 3rd Street Park.

2. Having to walk on dangerous section of highway, from 13th Street to Carruthers Park.

- ❖ Talk to Warrenton Fiber about an easement along 13th Street and Pacific Drive on his property line.
- ❖ Cut the berm back from Pacific Dr.
- ❖ Put up fence along Pacific Dr. (fenced corridor).

3. Lack of signage where trail detours onto Enterprise, onto highway, then back toward mooring basin.

- ❖ If walking on highway is necessary, a wider path, or better, a wide sidewalk. Best would be to have access to waterfront.
- ❖ Continue along old railroad right-of-way where possible. Approach private properties with concept.
- ❖ Construct a dedicated boardwalk outside property lines (along the riparian area in the river).
- ❖ Widen Pacific Drive from Enterprise to mooring basin and have proper signage.
- ❖ Sidewalks.

4. ATV

- ❖ ATV designated areas.
- ❖ No ATV use on trails (walking, bikes).
- ❖ Install guards or posts to prohibit motorized vehicle traffic.

5. Unofficial camping

- ❖ Posted and patrol “No Camping” areas.
- ❖ Signage.

6. Part of Port of Astoria Grant crossing Hwy. 101 from Airport requires either an overpass or underpass.

7. Crosswalk at 4-way stop light on Harbor Drive.

8. Burma Road

- ❖ Plan calls for using trails into Burma Road. This is primarily access for Camp Kiwanilong. Concern is there are small children there and safety is an issue.
- ❖ Restrict access to Kiwanilong from trail (Burma Road).

Opportunities

- ❖ Lighthouse Museum junction which way to access trail?
- ❖ Overall signage is poor - suggested mileage signs - access signs - historical relevance, natural & native plant life marking.
- ❖ Possible trailhead opportunity off Perkins.
- ❖ Interwoven trails unmarked - opportunity.
- ❖ Trailhead opportunity at Young’s Bay Dike/Old Lewis & Clark Bridge (ODOT enhancement project?).
- ❖ Hedges, evergreens, to screen trail from private property, roads, etc. (e.g. on L&C trail and other trails) and make trail feel more natural, pre-development landscape (“walk through the woods”).
- ❖ Carnahan Lake Trail opportunities - non-paved possible trail runner use

TEAM #5

- ❖ What makes a trail safer?
- ❖ Distance between pavement and wooded area.
- ❖ Conflicts of horses, bikes, pedestrians.
- ❖ Seaside allows bikes, pedestrians, skateboards.

- ❖ Conflicts with using pavement.
- ❖ ADA.
- ❖ Runners.
- ❖ Maintenance.
- ❖ All trails have cell phone coverage to make safe.
- ❖ Can't light.
- ❖ Bikes on one side.
- ❖ Heavy areas - bike users get off.
- ❖ Connectivity to Fort Stevens, KOA with downtown.
- ❖ Path through back of KOA going east/west.
- ❖ Light halfway up ramp.
- ❖ Ped/bike pathway across new Young's Bay/Old Young's Bay.
- ❖ Coordinate bus schedule with trail.
- ❖ Link to major institutions, Astoria, fairgrounds.
- ❖ Speed limit for bikes.
- ❖ Concern for vandalism.
- ❖ Brochure where restrooms are located.
- ❖ Need public restroom downtown.
- ❖ South of Larsen Recycling-need bathroom.
- ❖ History of Warrenton.
- ❖ Loop into Fort to Coast Trail.
- ❖ Start and end trails - dispense around the town.
- ❖ Parking areas dispensed - combine with activity.
- ❖ Bike/hike path.

HISTORICAL/CULTURAL RESOURCES (not shown on map)

- ❖ Skipanon Marina.
- ❖ Site of Flavel Hotel.
- ❖ Galena shipwreck (buried in dunes).
- ❖ Geologic formations - the north/south alignment of lakes (pushing effect of Cascadian plates?).
- ❖ How did the Clatsops use the lakes - for a waterway?
- ❖ Fort Stevens Cemetery.
- ❖ 10-year eagles nest - lots of eagles.
- ❖ Fort Clatsop.
- ❖ Note windbreaks planted along dikes in 1950's.

TRAIL STORIES

Anne Jensen - about 50 years ago, walked from Perkins Rd. to the old Fort Clatsop and expected it would be a short walk but it was an all day trek! (11/12 yrs old at time)

Eldon Wright - Old Plank road off Dellmoor Loop - back to Fort Clatsop (County Road)

“I remember as a child going to the beach at the Peter Iredale and our Model T went off the planks and soldiers from Fort Stevens lifted the car and put it back on the planks.”

“I learned to Camp at Fort Stevens. I went each summer with my best friend’s family and learned how to make a fire, cook ‘angels on horseback’ and s’mores. Now I live in a rural area and camp in my back yard.”

Pat Williams: “When I was in high school in the ‘50s, I went horseback riding at Barbara Miller’s stable on Fort Clatsop Road. I remember riding through the parade ground at Fort Clatsop before they put the fence up to protect it from folks like [me]. I remember wondering what the story was about the fort. I later worked at Fort Clatsop for 17 years.”

OTHER COMMENTS/QUESTIONS POSTED ON MAPS AFTER WORKSHOP

The trails should be named and each mile numbered -- in case of emergency people will know their exact location. Otherwise finding someone who needs help will take a long time, especially when they don’t know where they are. There also should be emergency vehicle access to every trail. *Officer, WPD* What parts will be wheelchair accessible?

Appendix C

Notes from Meeting with Warrenton City Staff

- ❖ Is there concern about crime and littering on trails?
- ❖ Design and maintenance affect attitudes of trail users and concern of public about safety.
- ❖ Popular trails, with a lot of users, discourage anti-social behavior.
- ❖ Encourage outings in groups, with friends.
- ❖ Illegal activity has decreased since [existing] trails opened.
- ❖ Storm water Drainage Plan identifies location of dikes and tide gates.
- ❖ Make as low-maintenance and vandal-proof as possible.
- ❖ Get trail plans into Surface Transportation Plan (STP).
- ❖ Connect destinations with trails (schools, business, Main Street, etc.).
- ❖ Make east/west connections, especially in areas with limited roads (use access or conservation easements, etc. for public access).
- ❖ Educational displays to fit landscape and describe functions (e.g. wetlands absorbing and filtering water).
- ❖ Experiment with different surface materials for appearance and function.

Appendix D

Resolution & Order 2136

RESOLUTION NO. 2136

Introduced by All Commissioners

Supporting the Warrenton Trails Association
in Updating the Warrenton Trails Master Plan

WHEREAS, the City of Warrenton recognizes the importance of trails (a trail being any path, track or right-of-way designed for use by pedestrians, bicycles, or other non-motorized modes of transportation) and recreation to the quality of life of the residents of Warrenton, Oregon; and

WHEREAS, the need to provide quality trails and recreation services for residents is recognized and valued for the following benefits:

- trails increase transportation choices
- trails greatly increases a community's opportunities for an active lifestyle and physical and mental well-being
- trails increase real estate values
- trails attract visitors and generate tourism income
- trails can be used as outdoor classrooms for biology, geography, history, and art
- trails connect residents and visitors to historical and scenic sites and to services and commerce

and

WHEREAS, the importance of sound planning in order to effectively meet the recreation and transportation needs of its citizens is understood; and

WHEREAS, the Warrenton Trails Association and the City of Warrenton have worked successfully on trail-related projects.

NOW, THEREFORE, the City of Warrenton resolves as follows:

The City of Warrenton supports the preparation of a trails plan in partnership with the Warrenton Trails Association to be used upon adoption by this body as its official plan for the next 10 years, to guide the provision of trails and related recreational services and non-motorized transportation facilities in our community.

This resolution takes effect immediately upon its passage.

Adopted by the City Commission of the City of Warrenton this 14th day of March, 2006.

APPROVED


Gilbert Gramson, Mayor

ATTEST


Linda Engbretson, City Recorder

Appendix E

Related Plans

City Resolution 2136 (March 14, 2006)

Community Visioning Project (June 2001, not adopted)

Clatsop County Recreational Lands Master Plan (2006)

Hammond Marina Master Plan Update (Draft, September 2005)

Oregon SCORP 2003-2007

Warrenton Trails Association Concept Paper (2002)

Warrenton Transportation System Plan (February 2004)

Waterfront Revitalization Plan (September 1994, adopted by Ordinance No. 940-A)

Appendix F

Maps

Airport Dike Trail
Beaver Trail
Creekside Trail
Delaura Beach Trail
Grade School Trail
Hammond Post Office Trail
Shag Lake Trail
Skipanon River Loop Trail
Skipanon River Trail Eastern Spur
Skipanon Peninsula Trail
Spirit Loop Trail
Warrenton Waterfront Trail
Water Trail: Skipanon River

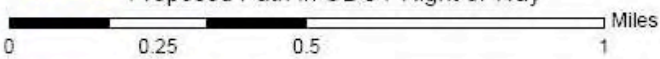


Airport Dike Trail

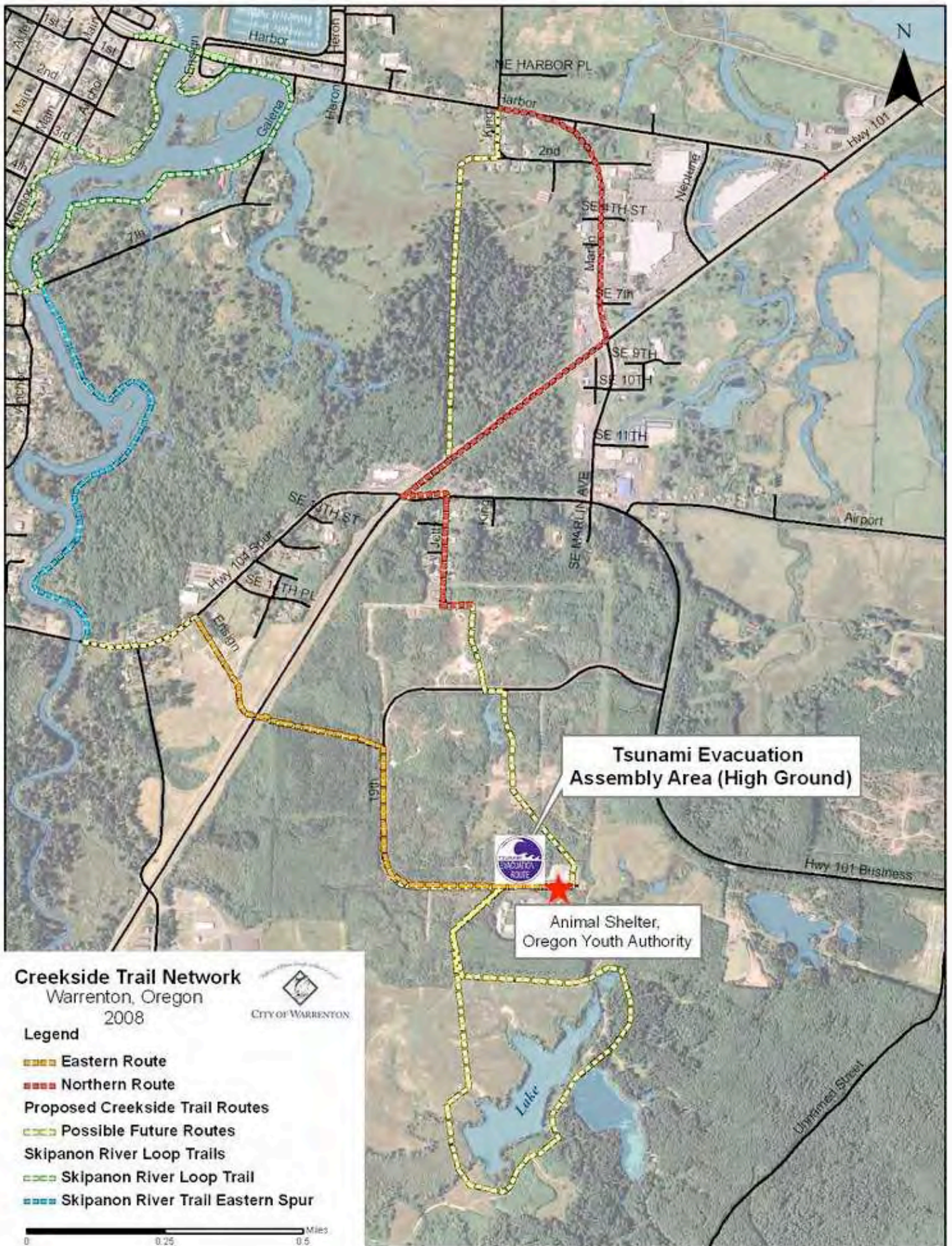
Warrenton, Oregon
Feb. 2008

Legend

- - - - - Airport Dike Trail
- - - - - Proposed Path in ODOT Right of Way

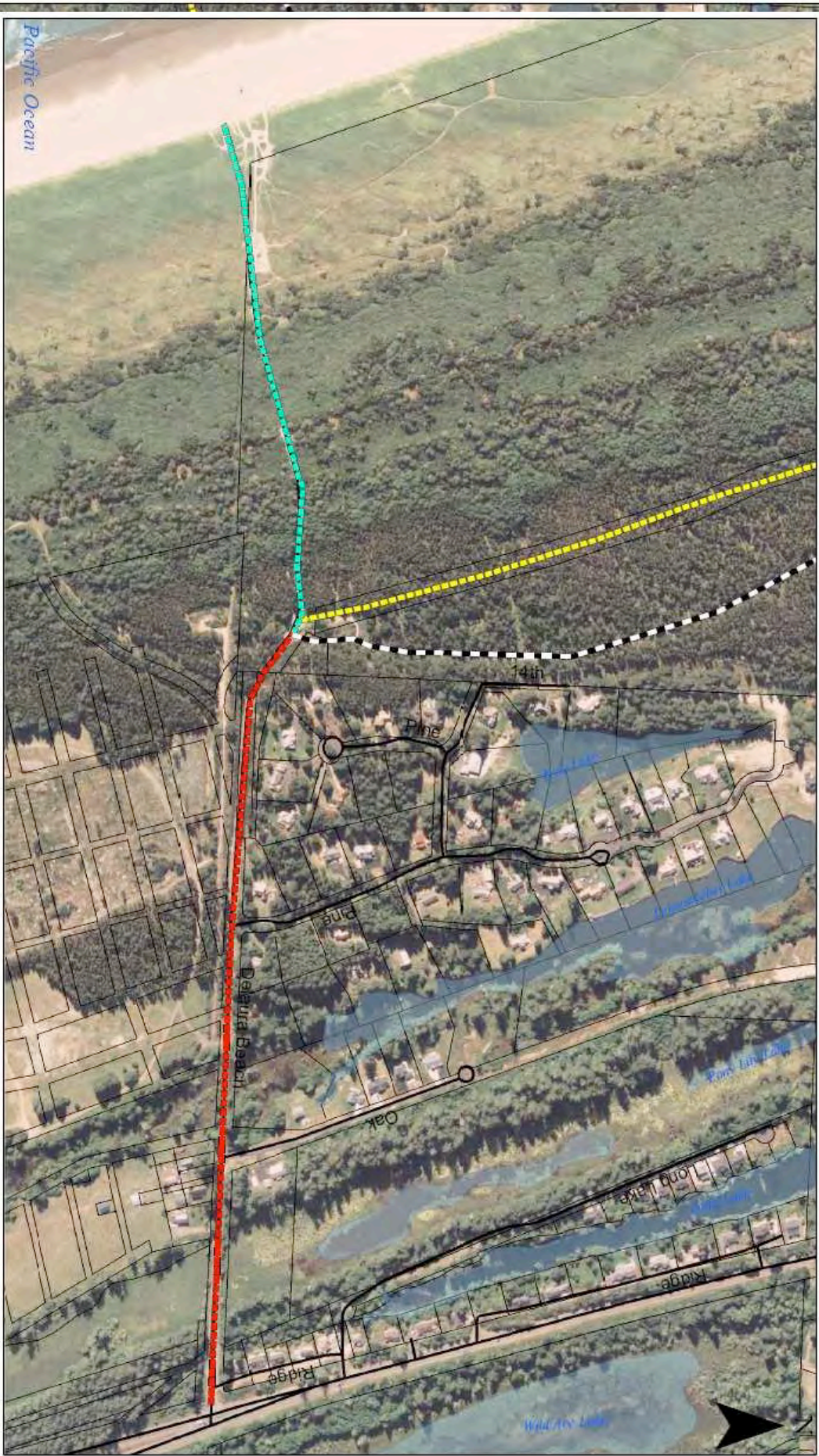


CITY OF WARRENTON





each
n, Oreg
2008



Legend

- - - Delaura Beach Lane Trail
- - - Delaura Trail to Beach
- - - Platted Burma Road Trail
- Current Burma Road Trail

Delaura Beach Trail

Warrenton, Oregon
Feb. 2008






0 0.125 0.25 Miles

Grade School Trail

Warrenton, Oregon
Feb. 2008

Legend

 Warrenton Grade School Trail





Hammond Post Office Trail
 Warrenton, Oregon
 2008

Legend

- ▬ Hammond Post Office Trail
- ** The Hammond Post Office Trail follows the City platted Iredale and 9th Streets





Legend

- - - - - Possible Trail Route
- Fort Stevens State Park

Shag Lake Trail
 Warrenton, Oregon
 2008



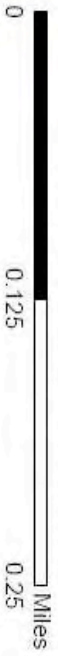


Skipanon River Loop Trail

Warrenton, Oregon
Feb. 2008

Legend

- - - Skipanon River Loop Trail
- - - Skipanon River Trail Eastern Spur





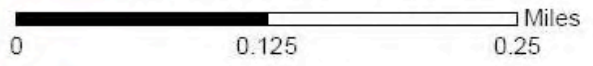
CITY OF WARRENTON

Skipanon River Trail Eastern Spur

Warrenton, Oregon
Feb. 2008

Legend

-  Skipanon River Trail Eastern Spur
-  Skipanon River Loop Trail




CITY OF WARRENTON



Legend 0 0.25 0.5 Miles

Skipanon Peninsula and Connecting Trails

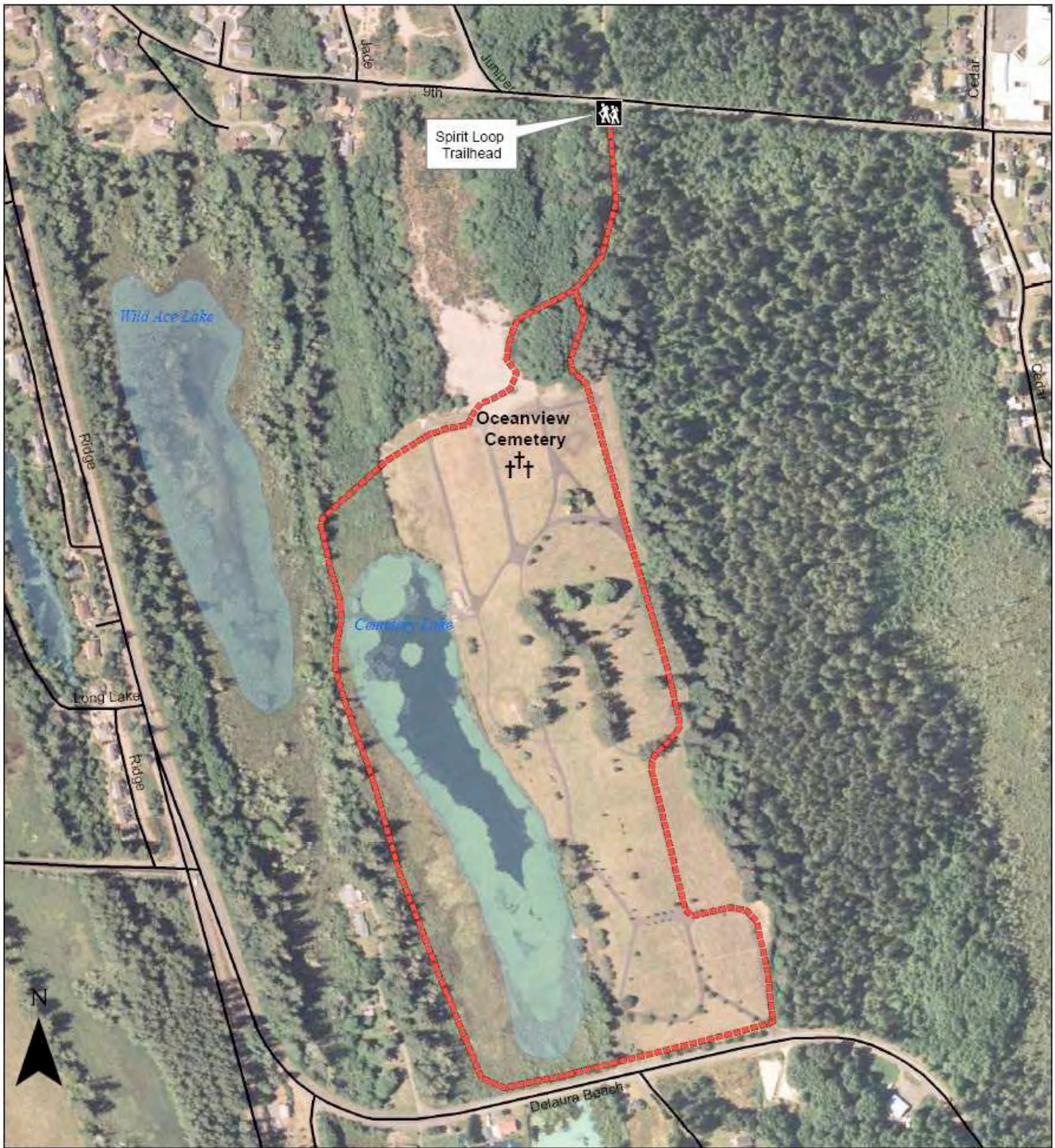
- - - Skipanon Peninsula Trail
- - - Airport Dike Trail/Hwy 101
- - - Skipanon River Loop Trail

 Warrenton Marina

Skipanon Peninsula Proposed Trail Network

Warrenton, Oregon
Feb. 2008



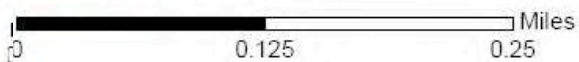


Spirit Loop Trail

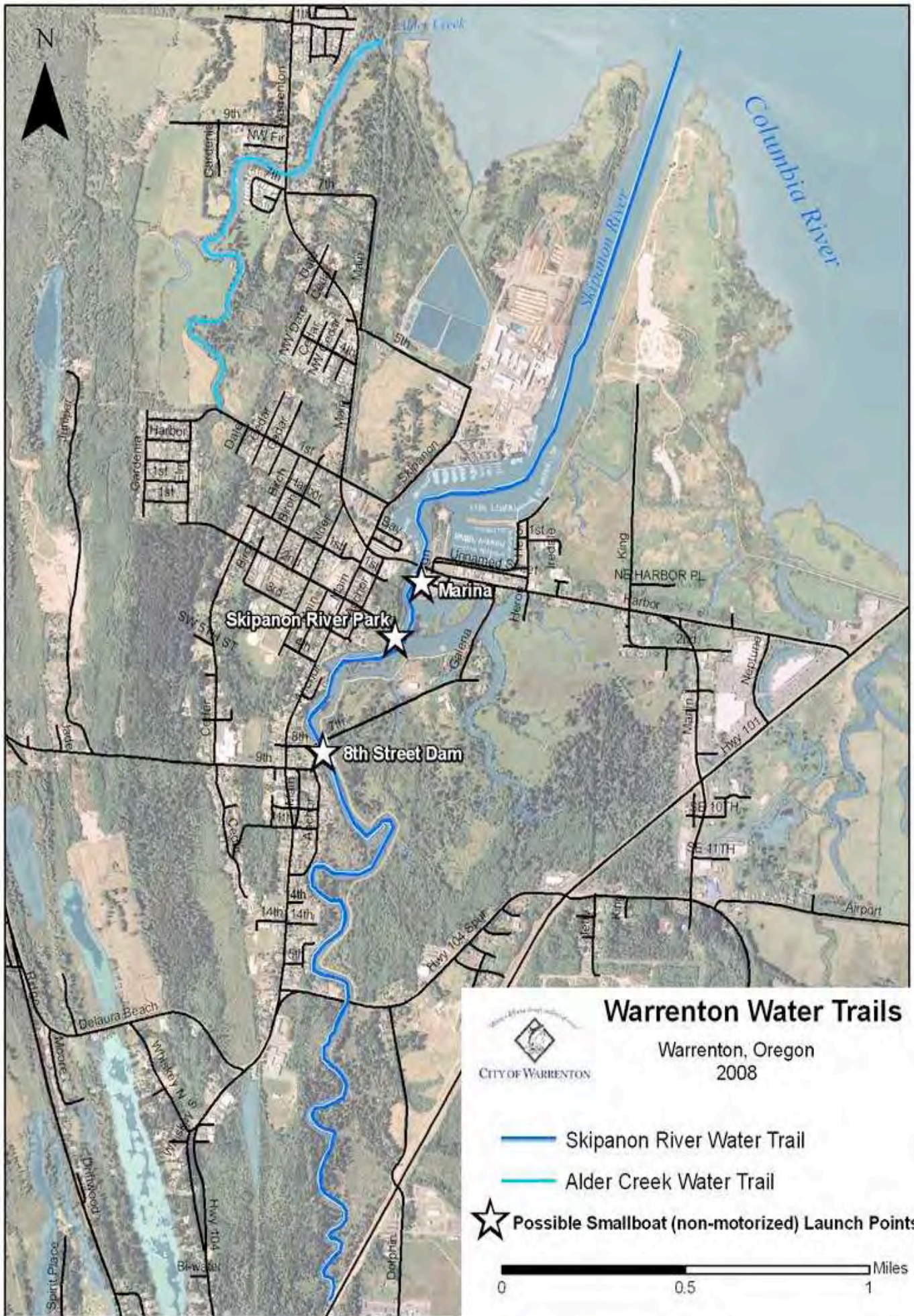
Warrenton, Oregon
Feb. 2008

Legend

 Spirit Loop Trail







Appendix G
Trail Design Standards

Design Guidelines

The trails in this Plan primarily serve pedestrians with safe and direct connections to and within local destinations, such as schools, parks, natural areas, waterways, and community centers. Some trails may also be appropriate for bicycling and equestrians. There are two categories of local trails: Multi-User Trails and Natural Trails.

Multi-User Trails

City trails are typically paved or made of a smooth surface to accommodate most trail users. Ideally these trails should be constructed to ADA standards to provide for all trail users.

Nature Trails

Natural trails are soft-surface trails typically found in undeveloped parks and natural areas and aim to provide a natural outdoor experience. These trails are usually for pedestrians only, but some trails could be open to mountain bikes and/or equestrians.

Trail Design Types

The following table provides a quick reference chart for the various types of trails and the accepted standards.

	Multi-User Trail	Natural Trail
Facility Type	Shared use path	Soft surface trail
Users	bicyclists pedestrians wheelchairs baby strollers equestrians	bicyclists Pedestrians equestrians
Width	8-10', 1' soft shoulders	3' -12'
Surface	Asphalt <u>or</u> Other smooth-rolling surface to accommodate all trail users	Earth, gravel, wood shavers, or other soft surface material

Table 1. Trail Design Types and Standards

Trail Designs

The following cross sections illustrate standard treatments for the primary trail design opportunities in Warrenton. This section reflects ODOT's Design Standards (1994 Bicycle and Pedestrian Transportation Plan) and should be supplemented with other trail design documents, including ODOT's Bicycle and Pedestrian Master Plan, AASHTO, and the MUTCD.

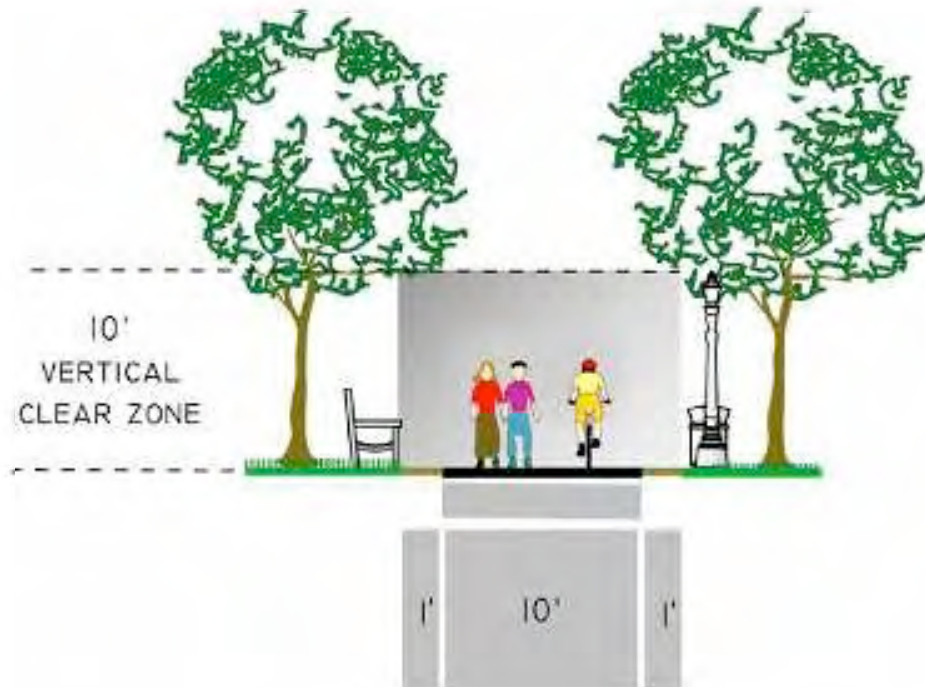


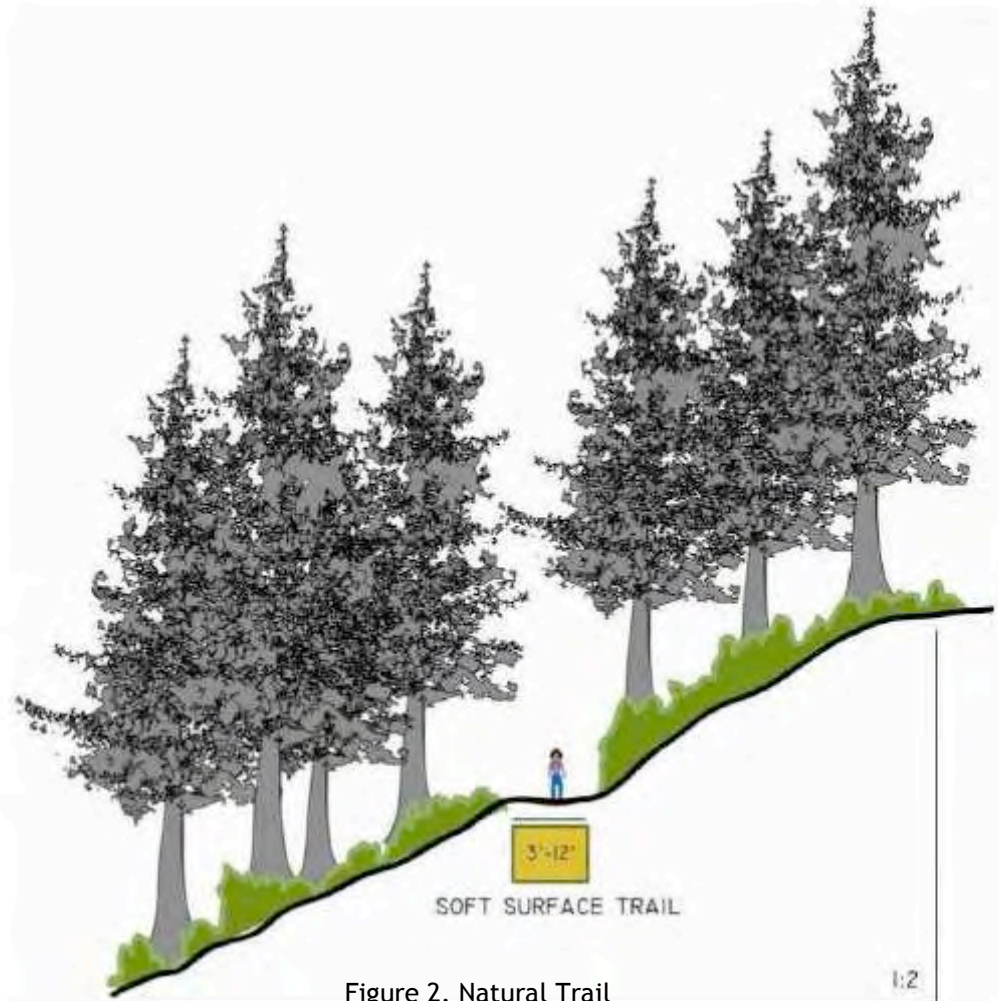
Figure 1. Multi-User Trail

Multi-User Trail

Figure 3 illustrates a typical shared use path design that is appropriate for some natural trails. This trail is designed to accommodate two-way bicycle and pedestrian traffic, typically has its own right-of-way, and can accommodate maintenance and emergency vehicles. This type of trail is typically paved (asphalt or concrete) but can also be a surface that provides a smooth surface, as long as it meets ADA requirements. Wider soft shoulders should be provided for equestrians and runner/joggers if space allows.

Multi-User trails provide access for most, if not all, trail users within neighborhoods, parks, greenspaces, and other recreational areas. They typically have their own right-of-way and serve only non-motorized users. These trails should be at least 8' wide and at least 10' wide if bicycle use is anticipated. All efforts should be made so that at least one ADA accessible trail is available and serves the most desirable parts of the area (i.e., picnic areas, viewpoints, playground equipment, etc.)

Natural Trail



Natural trails are usually considered when a trail is desired next to a natural resource or in an environmentally sensitive area. Trail width will vary depending on the existing topographic and environmental conditions. Natural trails should take into account issues like drainage, erosion, compaction/impaction from anticipated use, presence of waterways and sensitive riparian areas, habitat areas, environmental guidelines.

Trail width will depend on intended users. For example, narrower widths should be used in environmentally constrained areas with only hiking uses intended. Wider widths are desirable for shared bicycle and/or equestrian use. Areas with natural trails (i.e., natural parks and greenspaces) should have a complimentary accessible route that meets or exceeds ADA standards in addition to the natural trails.

Trail Signing and Striping

Trail crossings of roads or other shared areas of the trail should be well marked to warn the trail users. Signing for trail users must include a standard stop sign or warning sign and pavement marking, sometimes combined with other features such as bollards or a kink in the trail to slow bicyclists. Care must be taken not to place too many signs at crossings lest they overwhelm the user and lose their impact.

A number of striping patterns have emerged over the years to delineate trail crossings. A median stripe on the trail approach will help to organize and warn trail users. The actual crosswalk striping is a matter of local and State preference, and may be accompanied by pavement treatments to help warn and slow motorists. The effectiveness of crosswalk striping is highly related to local customs and regulations. In communities where motorists do not typically yield to pedestrians in crosswalks, additional measures may be required

Directional signing may be useful for trail users and motorists alike. For motorists, a sign reading “Bicycle Trail Xing” along with a Warrenton trail emblem or logo helps both warn and promote use of the trail itself. For trail users, directional signs and street names at crossings help direct people to their destinations.

The directional signing should impart a unique theme so trail users know which trail they are following and where it goes. The theme can be conveyed in a variety of ways: engraved stone, medallions, bollards, and mile markers. A central information installation at trailheads and major crossroads also helps users find their way and acknowledge the rules of the trail. They are also useful for interpretive education about plant and animal life, ecosystems, and local history.

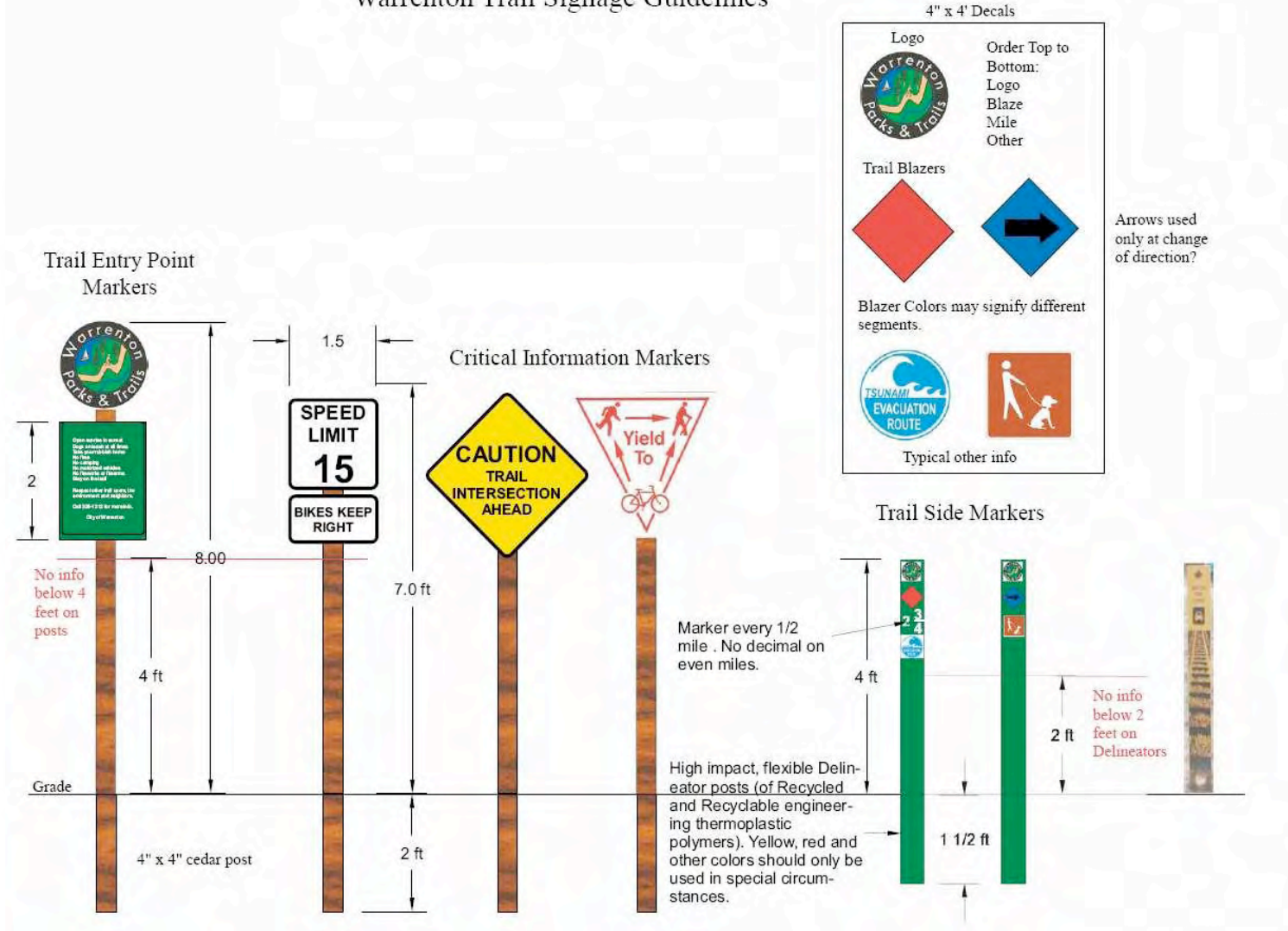


Figure 3. Warrenton Trail Logo



Figure 4. Trail Directional Route Sign

Warrenton Trail Signage Guidelines



Trail Features

There are a number of amenities that make a trail inviting to the user. Below are some common items that make trail systems stand out.

Interpretive Installations

Interpretive installations and signs can enhance the trail experience by providing information about the history of Warrenton. Installations can also discuss local ecology, environmental concerns, and other educational information.

Maps and Signage

A comprehensive signing system makes a trail system stand out. Informational kiosks with maps at trailheads and other pedestrian generators can provide enough information for someone to use the trail system with little introduction – perfect for areas with high out-of-area visitation rates as well as the local citizens.

Art Installations

Local artists can be commissioned to provide art for the trail system, making it uniquely distinct. Many trail art installations are functional as well as aesthetic, as they may provide places to sit and play on.

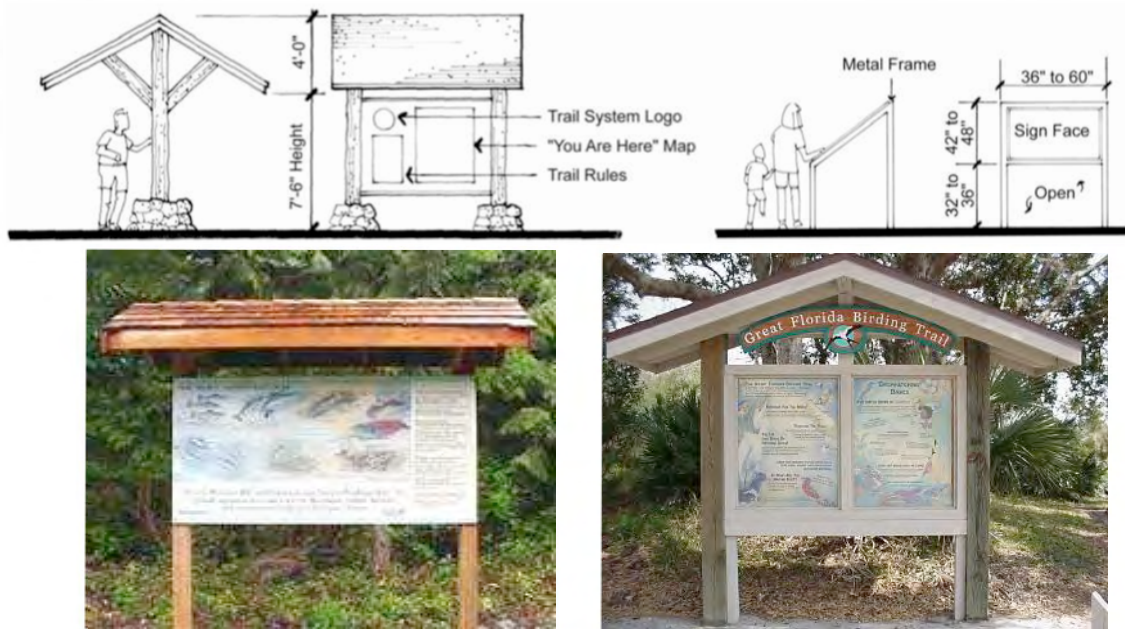


Figure 5. Trail Kiosk and Trail Interpretive Sign Designs

Trail Features

Water Fountains and Bicycle Parking

Water fountains provide water for people (and pets, in some cases) and bicycle racks allow trail users to safely park their bikes if they wish to stop along the way, particularly at parks and other desirable destinations.



Figure 6. Recycled Plastic Bike Rack

Pedestrian-Scale Lighting and Furniture

Pedestrian-scale lighting improves safety and enables the trail to be used year-round. It also enhances the aesthetic of the trail. Providing benches at key rest areas and viewpoints encourages people of all ages to use the trail by ensuring that they have a place to rest along the way. Benches should be simple and made from recycled plastic for sustainability and longevity.



Figure 7. Recycled Plastic Bench

Trail Features



Figure 8. Bollards with Directional Information



Figure 9. Examples of Informational Signs