



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

March 21, 2006



TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Mill City Plan Amendment
DLCD File Number 006-05

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: April 6, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Doug White, DLCD Community Services Specialist
Marguerite Nabeta, DLCD Regional Representative
David Kinney, City of Mill City

<paa> ya/



FORM 2

DEPT OF

MAR 17 2006

LAND CONSERVATION
AND DEVELOPMENT

D L C D NOTICE OF ADOPTION

This form must be mailed to DLCD within 5 working days after the final decision
per ORS 197.610, OAR Chapter 660 - Division 18

(See reverse side for submittal requirements)

Jurisdiction: CITY OF MILL CITY Local File No.: 2005.09.21

(If no number, use none)

Date of Adoption: March 14, 2006 Date Mailed: March 16, 2006
(Must be filled in) (Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: October 24, 2005

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: _____

(Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Adoption of the "North Santiam Canyon Alternate Transportation Link Study" prepared by Atkins + Associates, November 2004, as a refinement plan to the Mill City Comprehensive Plan. The study proposes bicycle + pedestrian trails throughout the North Santiam Canyon.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Final adoption adds Transportation Policies #17, #18, and #19 (#17) Pedestrian bridge across N. Santiam River; (18) supports a trail connection from Mill City to Gates and (#19) support for a trail adjacent to Snake Creek at the south end of the URB.

Plan Map Changed from : _____ to _____

Zone Map Changed from: _____ to _____

Location: Citywide Trails + Bikeways Acres Involved: ~~~~~

Specify Density: Previous: _____ New: _____

Applicable Statewide Planning Goals: 11 + 12

Was an Exception Adopted? Yes: _____ No: X

DLCD File No.: 006-05 (14762)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing**. Yes: No:

If no, do the Statewide Planning Goals apply. Yes: No:

If no, did The Emergency Circumstances Require immediate adoption. Yes: No:

Affected State or Federal Agencies, Local Governments or Special Districts: _____

ODOT, State Parks, Oregon Dept. of Forestry, US Forest Service

Local Contact: David W. Kinney Area Code + Phone Number: 503.897.2302

Address: PO Box 256 City: Mill City

Zip Code+4: 97360 Email Address: millcity@wbceble.net

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to Mara.Ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 335

AN ORDINANCE AMENDING THE MILL CITY COMPREHENSIVE PLAN MAP TO ADOPT TRANSPORTATION POLICIES RELATED TO THE "NORTH SANTIAM CANYON ALTERNATIVE TRANSPORTATION LINK (TRAILS) FEASIBILITY STUDY"

WHEREAS, the North Santiam Canyon Economic Development Commission has requested each city to adopt the North Santiam Canyon Alternative Transportation Link (ATL) Feasibility Study" prepared by the J. T. Atkins Company in November 2004; and

WHEREAS, the Planning Commission concluded that it was appropriate for the City to adopt those segments of the plan which apply to the City of Mill City; and

WHEREAS, the Planning Commission held a public hearing on December 9, 2005 to consider the application and recommended that the City Council approve the proposal with modifications to the Transportation policies to address citizen concerns with the proposed plan;

WHEREAS, the City Council held a public hearing on January 24, 2006 and at the close of the hearing the City Council concurred with the Planning Commission recommendations,

NOW THEREFORE, the City Council of the City of Mill City hereby ordains as follows:

Section 1: The Mill City Comprehensive Plan shall be amended to add the following Transportation policies related to the North Santiam Canyon Alternative Transportation Link Feasibility Study which apply to the City of Mill City:

Transportation Policy # 16: The City of Mill City adopts the following sections of the "North Santiam Canyon Alternative Transportation Link Feasibility Study", J.T. Atkins Company, prepared for the North Santiam Canyon Economic Development Commission dated November 2004 as a refinement plan to Mill City Comprehensive Plan.

1. Executive Summary
2. Mill City Parks & Trails Resources (pp 11 to 13).
3. Lyons to Mill City Trail Sections 1 to 3 (pp 23 to 31, including Figure 3 & 4 maps).
4. Mill City to Gates Trail Section 4 (pp. 31 to 34).
5. Mill City Area Trails: Gates Mill City Loop (p. 64); Fisherman's Bend to Mill City (p. 65); and Mill City community trails (p. 66), including Figure 9.
6. Trail System Action Plan (pp 87 to 94).

7. Trail System Map, as amended, attached hereto as Exhibit "A"

The City will review new development activities to ensure consistency with the Alternative Transportation Link plans for upgrading of existing trails and bike paths and the development of new trails and bike paths.

Transportation Policy # 17: A pedestrian bridge across the N. Santiam River will connect the pedestrian/bike trail north of the river with Kimmel Park. The City recommends the bridge be located at or east of NE 7th Avenue and connect to Kimmel Park near Remine Rd.

Transportation Policy #18: The City of Mill City supports the North Santiam Economic Development Commission and Marion County efforts to extend the pedestrian/bike trail north of the N. Santiam River between the City of Mill City and the City of Gates.

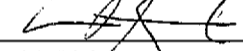
Transportation Policy # 19: The City of Mill City supports the development of a pedestrian trail and open space area adjacent to Snake Creek.

This Ordinance read for the first time by title only on 14th of February 2006 and again on the 28th of February, 2006.

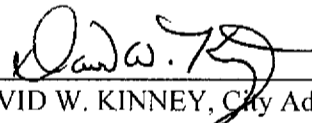
This Ordinance read by title only for the second time on 14th of March 2006.

This Ordinance passed on the 14th day of March 2006 by the city council and executed by the mayor this 15 day of March 2006.

Date: 3-15-06

By: 
TIM KIRSCH, Mayor

Date: 3-15-06

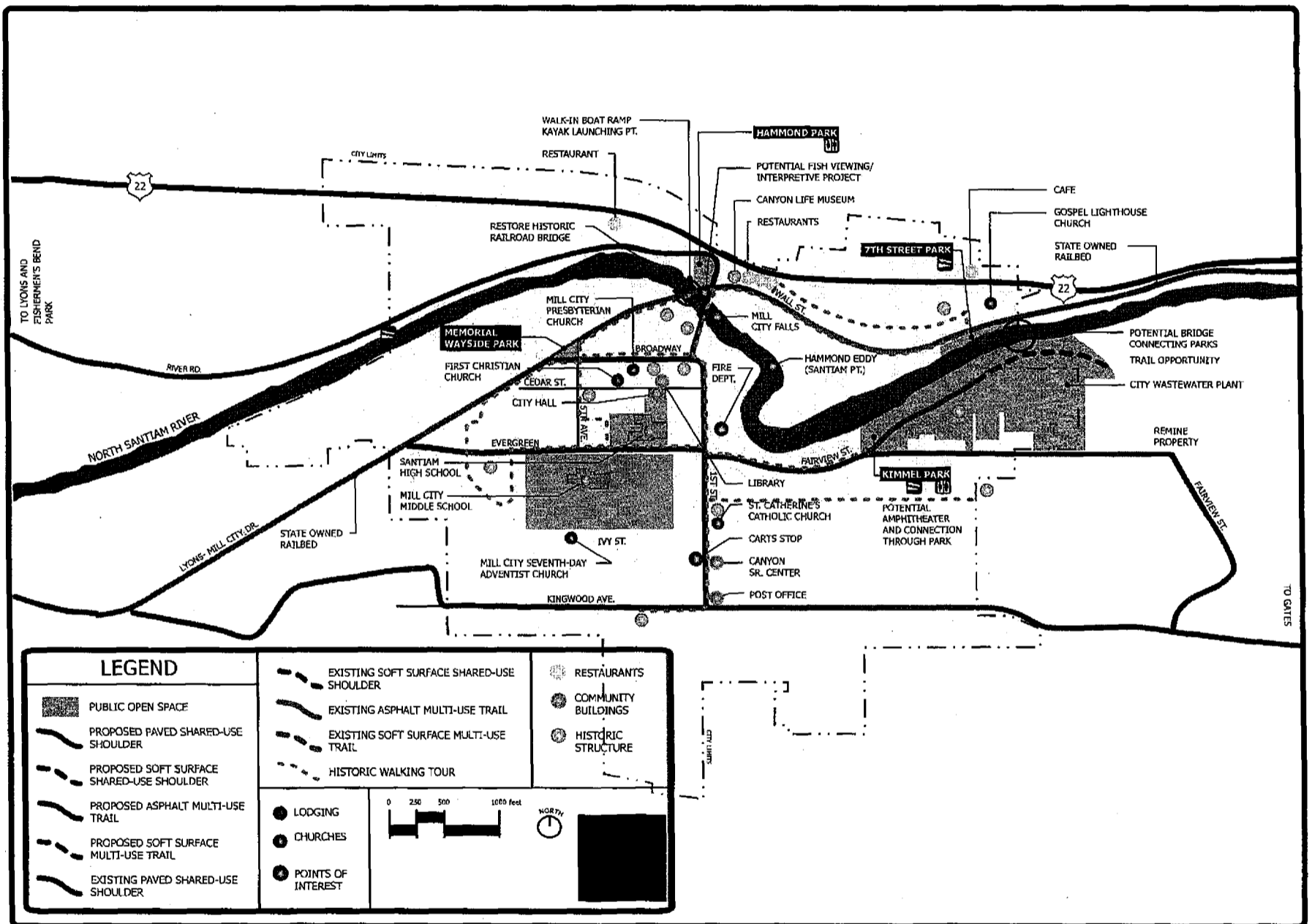
Attest: 
DAVID W. KINNEY, City Administrator

APPROVED AS TO FORM

Date: _____

JAMES L. McGEHEE, City Attorney

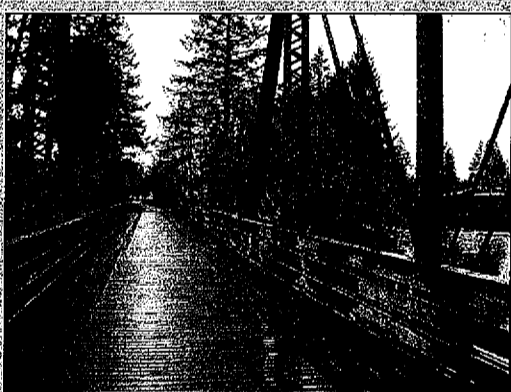
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NOTE: THE INDIVIDUAL TRAIL SECTIONS SHOWN ON THIS FIGURE REQUIRE DETAILED DESIGN, REVIEW, AND COMMUNITY MEETINGS TO DETERMINE FINAL TRAIL ALIGNMENT, TRAIL CROSS SECTIONS, TRAIL ELEMENTS, AND TRAIL USER SAFETY.

CANYON JOURNEYS
Figure 9. Community Trails - Mill City

North Santiam Canyon
Alternative Transportation Link
Feasibility Study



Prepared for
North Santiam Canyon
Economic Development Corporation

November 2004

J.T. ATKINS  COMPANY PC



North Santiam Canyon
Alternative Transportation Link
Feasibility Study

CANYON JOURNEYS

10000 NE
North Santiam Canyon
Economic Development Corridor
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North Santiam Canyon
Economic Development Corridor
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North Santiam Canyon
Economic Development Corridor



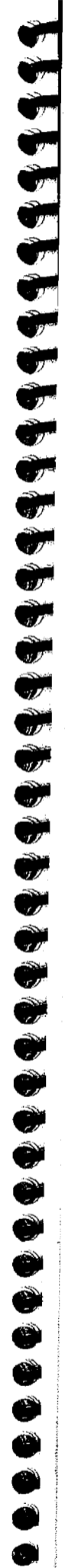
November 2024

J. T. ATKINS & COMPANY, LLC

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EXECUTIVE SUMMARY

BACKGROUND

The North Santiam Canyon is a place rich in natural features, recreational opportunities and cultural resources set against the scenic backdrop of the North Santiam River, Little North Santiam River and Detroit Lake. Beginning just 30 miles east of the City of Salem, the Canyon has attracted people for many years, some to visit and others to stay.

The concept of a canyon-wide trail system to provide a safer non-motorized travel alternative to State Highway 22 has been explored many times over the last several years. As envisioned, the trail would connect the Canyon's communities to each other and with the area's outstanding natural, recreational and cultural features. Interest in this trail system, which is now called the Canyon Journeys trail system, has been kept alive by the project's potential to improve community quality of life, increase recreation and heritage opportunities, and promote economic growth and diversity.

THE CANYON JOURNEYS GOALS

In the summer of 2003, the North Santiam Canyon Economic Development Corporation (NSCEDC) commissioned J.T. Atkins & Company PC to conduct this feasibility study for establishing such a trail system. In doing so, the NSCEDC's goals for the project were to stimulate tourism, improve quality of life, boost economic productivity, and provide a safer non-motorized travel alternative to State Highway 22 for both residents and visitors.

THE CANYON JOURNEYS VISION

The Canyon Journeys trail system will provide Canyon residents and visitors with opportunities to travel to many Canyon resources. In addition, through visits to the local museum and through expanded historic tour opportunities, visitors can become time travelers and experience the historic development of the Canyon. These physical and interpretive travels make up the Canyon Journeys experience.

GUIDING PRINCIPLES

Concerns about the impacts of a trail system on private property have been expressed in the past, and have slowed momentum for moving ahead with the trail. In recognition of these concerns, these guiding project principles were established:

- Anyone affected by the trail system can provide input that could help shape the outcome of the feasibility study.
- Each participant has a unique contribution that will be heard and respected.

COMMUNITY AND PUBLIC INPUT

The NSCEDC staff assembled a group of Canyon community members to serve as an advisory team for this study. Input was also sought from interested parties by interviewing over 30 people who might be directly affected by the trail system or who play a leadership role in their community. These "stakeholders" provided a wealth of information and guidance for the project. In addition, two meetings with neighborhood representatives and two public open houses were held in November 2003 and October 2004 to provide and gather information about potential opportunities and concerns associated with the project.

PROPOSED TRAIL SYSTEM

Once fully developed, the Canyon Journeys Alternative Transportation Link trail system (Canyon Journeys) will consist of a system of biking, hiking and equestrian trails that connect communities in the Highway 22 corridor and offer recreation and education opportunities for Canyon residents and visitors. The proposed trail system provides a continuous trail from Lyons to Idanha. The system will use a range of alignments to achieve these non-motorized community connections including improved shared-use paved road shoulders, logging roads and the state-owned rail bed. The non-motorized trail on the state-owned rail bed between Mill City and the Big Cliff Dam will be at the heart of the system.

The Canyon Journeys Trail System will have three main components:

- **Canyon Connector** trail segments will provide a safer, non-motorized transportation alternative to traveling State Highway 22 in the Canyon. The trail system will use the state-owned rail bed and adequate shared-use paved road shoulders to **connect Canyon communities with each other and with local attractions** including scenic overlooks, parks, historic sites, and businesses.

The trail surface character will fit within the character of the adjacent landscape. Sections of the trail that pass through the communities will be paved; sections that pass through natural areas will be constructed of compacted aggregate. Eventually paving the trail is recommended given to improve ease of maintenance, versatility and overall accessibility. If an alternative surface is identified that meets objectives for a particular trail segment, however, it should be considered.

- **Community Trails** will use trails, sidewalks, pathways, and adequate shared-use paved road shoulders to create **a trail network within each Canyon community**. They will also link with the Canyon Connector trails and connect parks, schools, churches and with other key locations within each of the Canyon communities.
- **Canyon Hubs** present opportunities to create **recreational focal points or specialized facilities** for non-motorized uses such as mountain biking, hiking, boating, and equestrian activities. These trails and facilities will help attract visitors to the Canyon communities, boosting local economies.

CANYON CONNECTORS TRAIL SYSTEM ACTION PLAN

The planning process has identified a development phasing hierarchy for the eighteen trail segments that make up the Canyon Connectors Trail System. Thirteen of these are on the state-owned rail bed corridor (see the table below). Canyon Connectors Trail segment development

priorities were established based on ease of implementation, required infrastructure, environmental concerns, community and landowner support and funding opportunities. Priorities for the Community Trails and Canyon Hub projects will most likely be determined by similar factors, but will include additional considerations identified by communities and recreation related use groups.

Figures 3 through 7 in the report illustrate the trail sections and sequencing recommendations as follows:

- Green sections are the **first** trail sections to be implemented.
- Yellow sections are the **next** sections to be implemented.
- Red sections are the **last** sections to be implemented as adjacent property owner issues are resolved. Some areas in the red sections require additional meetings and work with adjacent property owners for implementation. Alternative routes around these challenge areas are identified on Figure 2.



1 - Lyons (5 th Street and Main Street) to Kingwood Avenue (approximately one half-mile west of Mill City)	Next
2 - Kingwood Avenue to Memorial Park in Mill City	First
3 - Memorial Park to just east of the unnamed creek close to the eastern city boundary	Complete
4 - Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue	Last
5A - Central Avenue to Gates west city limit	Next
5B - Central Avenue to Gates west city limit (Section 5A preferred)	Next
6A - Gates west city limit to approximately 400 feet west of Louisa Street intersection	Next
6B - Gates west city limit to approximately 400 feet west of Louisa Street intersection (Section 6A is preferred)	Next
7 - Approx. 400 feet west of Louisa Street intersection in Gates to the eastern city limit	First
8 - Gates eastern city limit to The Maples Rest Area	First
9 - The Maples Rest Area to east-end of Railroad Avenue	Next
10 - East-end of Railroad Avenue to the Minto Fish Trap	First
11 - Minto Fish Trap to Niagara Park	Last



12 - Niagara Park to the eastern end of the Niagara Park Service Road	Next
13 - Niagara Park Service Road (east end) to Big Cliff Dam	Next
14 - Mongold Park to Detroit (Forest Street)	Next
15 - Detroit (Forest Street) to Blowout Road	Last
16 - Blowout Road to Boulder Creek	Next
17 - Boulder Creek to Idanha	First
18 - Blowout Road to Southshore Campground	First

CANYON CONNECTORS TRAIL SYSTEM MANAGEMENT

A key question is: *Who will develop and manage the trail?* The strongest chance for successfully constructing and managing the Canyon Connector Trail System involves building strong partnerships between public agencies, communities, and private entities. Several opportunities are being discussed with potential partners. Completion of Community Trails and Canyon Hubs will also depend on establishing strong partnerships between community leaders and interested agencies, groups and individuals.

ACTION PLAN

The following actions are recommended:

- Continue developing a management structure for the Canyon Journeys Trail System.
- Consider further prioritizing the development sequence of first-priority projects.
- Seek funds and partners for the design and development of the first- and next-priority trail sections.
- Continue to involve the public and adjacent property owners in the trail design and construction process.
- Continue to work with the individual adjacent property owners who oppose trail sections within their area.
- Continue to work with state and county agencies to include improved shared-use paved shoulders in their road improvement plans:
- Incorporate trail system plan recommendations into trail plans for each community in the study area and seek funds and partners to develop the trail connections.
- Begin to work with groups and individuals that would be interested in developing or expanding recreation and interpretive hubs.

- Future planning, design, and construction must comply with local, county, state, and federal policies, laws, restrictions, and other land use controls.
- Increase the visibility of the Canyon Journeys Trail System.
- Develop a flyer that presents the Canyon Journeys Trail System and the Canyon resources

WANT TO LEARN MORE ABOUT THE PLAN OR HOW YOU CAN HELP?

The success of this project depends on people getting and staying involved. If you would like a full copy of the plan or to participate in the making this vision a reality, contact NSCEDC staff at 503-877-2295 or at nscedc@open.org.

A copy of this report can be obtained on the web at www.jtatkins.com

Table 2: Lyons Area Resources

Existing Areas	Use	Jurisdiction or Agency	Facilities/Features	Comments
Mehama Boat Ramp	Put-in pull-out area			Final access area before Stayton. 12-mile stretch of river without shoreline access for put-in pull-out.
Shellburg Falls	Day use and camping	Oregon Dept. of Forestry	Picnicking, swimming, stream crossings, parking, 3 campsites, restroom, hiking, mountain biking, equestrian riding	2 developed trails in good condition. Shellburg Road built on old railroad grade
Lower Shellburg Falls	Day use	State		Popular for mountains biking and off-road vehicles
Ayers Creek Falls	Day use	State		
Horseshoe Falls	Day use	State		
Historic Ferry and Mill Sites	Abandoned			
CARTS Bus Stop	Transportation	CARTS		

Mill City

Mill City, with a population just over 1,500, is the largest community within the Canyon. Located between Lyons and Gates, Mill City is a destination offering river access as well as historical and cultural activities. The city's four parks, Memorial Wayside, Hammond, Kimmel, and 7th Street Parks, provide numerous recreational facilities including boat ramps, sports fields, picnic areas, trails, an amphitheater, and camp sites. The parks also house historic mill artifacts as well as the railroad bed. Access to Spencer's Hole, a challenging rapid for white water enthusiasts, is located in Hammond Park near Mill City Falls. A rafting put-in and pull-out site exists in Mill City off of 1st Avenue below the bridge. The CARTS bus service also makes stops here. A senior center, the Canyon Life Museum and historic home tour, and schools serve the varying ages and learning interests in the Canyon.

Mill City has the distinction of having completed the first section of the state-owned rail bed trail within the Canyon. This important first step in the trail building includes approximately 3,700 linear feet of asphalt shared-use trail that includes grand views of the falls from the restored railroad bridge. This section of completed trail is a successful model of how the trail can enrich the quality of life for all the communities it connects. The city is proposing to develop a pedestrian / bicycle bridge that will connect Kimmel and 7th Street parks. Bicycle lanes exist on 1st Street and parts of Kingwood Avenue.

Kingwood Avenue, a scenic Linn County road, connects Mill City with Gates to the east, offering a quiet alternative route to busy Highway 22. This county road is classified as a major collector. It is relatively narrow without the multi-use paved shoulders found on Lyons-Mill City Drive.

Table 3 summarizes resources in the Mill City area.

Table 3. Mill City Area Resources				
Existing Areas	Use	Jurisdiction or Agency	Facilities/Features	Comments
Kayak launching point				Launching point northwest of the bridge
Spencer's Hole			Parking, trail	Popular mid-July through fall
Mill City Falls	Put-in/pull-out		Below falls, trail	50+ kayakers per day in summer
Senior Center				
Hammond Eddy/Santiam Point	Put-in/pull-out			
Memorial Wayside Park	Day use	Mill City	Picnic tables, water, historic water tower	Improve park as potential visual entrance to town
Hammond Park	Day use	Mill City	Picnic tables, restrooms, fishing, water activities, kayaking	Improve ADA access to river, drainage
Kimmel Park	Day use	Mill City	Picnic tables, playground, restrooms, fishing, 2 pavilions, water activities, 2 fire pits, 2 parking lots, boat ramp, baseball field, remnant mill artifacts	Railroad bed bisects park Put-in/pull-out upstream from old abandoned dam
7th Street Park	Day Use	Mill City	River access, historic mill foundation, railroad bridge over Cedar Bridge Creek, primitive boat ramp, railroad right-of-way	Scenic view sheds Boat ramp needs improvement
Fisherman's Bend	Day use, campground, boat launch point	BLM	39 camp sites, 21 RV sites, restrooms, showers, group campsites, group day use area, picnic sites, trails, boat ramp, amphitheater, playgrounds, athletic fields, volleyball courts	Fisherman's Bend to Mehama drift section One of most popular boat ramp areas for put-in/pull-out car access
Canyon Life Museum	Canyon history and interpretation	North Santiam Historical Society	Located in historic train depot	Potential hub for interpretive hikes and drives in the Canyon

Table 3. Mill City Area Resources

Existing Areas	Use	Jurisdiction or Agency	Facilities/Features	Comments
Kingwood Ave.		Linn County	Existing bicycle lane	County Rd. connecting Mill City to Gates
CARTS Bus Stop	Transportation	CARTS		

Gates

Gates lies between Mill City and Detroit. Gates City Park provides a small area of public open space. The state-owned rail bed parallels Highway 22 as it passes through Gates. This open space provides a gateway into the central area of Gates where the post office, CARTS stop and shops are located. Minto Park to the east of Gates is an approximately 100 acre Marion County park that offers trails and scenic river views. Packsaddle Park, also a Marion County park, lies east beyond Minto Park. Packsaddle Park features a whitewater recreation put-in point along with fishing, trails, fire pits, and restrooms. The Minto Fish Trap is located adjacent to Packsaddle Park and offers ecological interpretative experiences. Gates Hill Road is a scenic rural road that leads north out of Gates and connects to the Little North Santiam River Valley. A golf course and bed and breakfasts occur along this upper arm of the river.

Table 4 summarizes resources in the Gates area.

Table 4. Gates Area Resources

Existing Areas	Use	Jurisdiction or Agency	Facilities/Features	Comments
Gates City Park	Day use	Gates	6 picnic tables, basketball, restrooms	
Minto Park	Day use	Marion County	Picnic tables, fire pits, comfort stations, hiking trails, water, fishing	111.1 acres, loop trail along river, scenic views of river Very popular fishing area Opportunity/need for a boat ramp
Packsaddle Park	Day use boat launch point	Marion County	Boat ramp, picnic tables, fire pits, comfort stations, water activities, fishing, hiking trails, ADA access, restroom, river access	6 acres, Packsaddle to Fisherman's Bend drift section, trail to river One of the most popular boat put in/pull out areas
Minto Fish Trap		State	Public can visit	
Gates Hill Road	Road		Scenic drive	Connection to Little North Santiam River
Railroad Bed	Trail alignment	State	Old rail bed	Potential trail route
The Maples	Rest stop	State	Restrooms, parking,	Potential trailhead with

Trail Section 1

Lyons (5th Street and Main Street) to Kingwood Avenue (approximately one half-mile west of Mill City)

Section Map: Figure 3

The proposed trail between Lyons and the western city limit of Mill City will be on the Lyons-Mill City Drive. This road is an existing paved Linn County (Major Collector) road. Traffic on this road includes both private and commercial vehicles. Three lumber mills are on the south side of the road between Lyons and Mill City. The road also passes through residential areas and agricultural lands. This proposed trail section will use the shared-use paved shoulders of the county road. Within Lyons the trail will use the existing bicycle lanes on 5th Street to the intersection with the Lyons-Mill City Drive. Once on Lyons-Mill City Drive, the existing bicycle lanes continue eastward to 4th Street. From that point to the east the trail will use improved shared-use shoulders of Lyons-Mill City Drive. Due to the industrial use and the traffic generated by those uses, wide, paved shoulders are recommended for this section. It is recommended that these shoulders be improved as part of future Linn County road improvements in the area.

A connecting trail within Lyons from Lyons-Mill City Drive along Neal Park Road will connect the trail alignment with the facilities found at the John Neal Memorial Park. This connecting trail is proposed to be on improved shared-use paved shoulders from the intersection (Neal Road and Lyons Mill City Drive) northward until the trail intersects with the park property on the west side of Neal Road.

At that point the trail will connect with a proposed improved trail that parallels Neal Park Road on the west side of the road. An improved pedestrian / bicycle crossing is required on Neal Park Road at the point where north-bound trail users will cross the road to connect with the park trail system. There are two stream crossings (SC1 and SC2) and a wetland (WC1) associated with this connector to John Neal Memorial Park (see Appendix B). The parking and visitor facilities found at the park will fulfill the trail head functions in this area.

Section Description

Section 1- Begin/End	Lyons (5 th Street and Main Street) to Kingwood Avenue
Section Length	Approximately 34,500 linear feet
Trail Tread	Paved shared-use shoulders on the Lyons-Mill City Drive (Linn County road)
Existing Trail Facilities	Existing bicycle lanes on Main Street to 4 th Street
Proposed Trail Facilities	Shared-use paved shoulders with trail markers, driveway and road crossing safety features
Stream/Creek Crossings See Appendix B	SC1 and SC2 and W1 are associated with the connection along Neal Park Road
Other Env. Factors	Potential wetland (W2) on the south side of the Lyons-Mill City Drive near Fox Valley Road. When constructing a trail within a wetland, state and federal General Water Quality Best Management Practices must be met. Environmental analysis must be conducted on trail portions that are on federal land or are funded with federal dollars. Trail construction in a riparian reserve on US Forest Service and BLM lands must meet Northwest Forest Plan guidelines and Aquatic Conservation Strategy Objectives.

Section 1 Begin/End	Lyons (5 th Street and Main Street) to Kingwood Avenue
Rail Bed Condition	NA
Private Properties	
North side of road	Approximately 100
South side of road	Approximately 95
Driveways	
North side of road	Numerous
South side of road	Numerous
Public Property	
North side of road	1 – Fox Valley Cemetery
South side of road	None
Road Crossings	18
CARTS Connection	At the Fire Station
Relationship to Other Sections	Western gateway to the community connector trail system
Ease of Implementation	Good. Coordinate with the Linn County representatives
Population / Area Served	Lyons, Mill City and points east and west
Connectivity	Connects Lyons to Mill City and other trail system sections
Benefits	Links Lyons to other trail sections to the east
Equity	Serves western communities in the study area
Community Status	Generally the community is behind the project
Comments	This section will connect Lyons to Mill City. It is important to work closely with the mill owners and County representatives regarding the proposed shared-use of the paved shoulders in this area. The improvements should be implemented as part of any proposed county road improvements in the area.

Trail Section 2

Kingwood Avenue to Memorial Park in Mill City
Section Map: Figure 4

The proposed non-motorized multi-use trail on the state-owned rail bed begins just east of the intersection of Kingwood Avenue and Lyons-Mill City Drive, approximately one-half mile west of Mill City. The proposed trail section will continue east and link to the heavily used and popular existing multi-use trail that has been constructed from Memorial Park to the Mill City eastern city boundary.

Section Description

Section 2 Begin/End	Kingwood Avenue to Memorial Park in Mill City
Section Length	4,200 linear feet
Trail Tread	Asphalt – 8 - 10 feet wide

Section 2 Begin/End	Kingwood Avenue to Memorial Park in Mill City
Existing Trail Facilities	Rail bed is on elevated fill at west end.
Proposed Trail Facilities	Multi-use trail with trail markers, bollards and road crossing signs and safety features
Stream/Creek Crossings	Deford Creek crossing
Other Environmental Factors	None noted
Rail Bed Condition	
Extent of trail cleared	4,200 linear feet
Extent of trail vegetated	None
Private Properties	
North side of trail	None
South side of trail	11 parcels
Driveways	
North side of trail	None
South side of trail	None
Public Property	
North side of trail	City road
South side of trail	Several city parcels at Evergreen intersection
Road Crossings	4
CARTS Connection	None
Relationship to Other Sections	Potential western extension of the existing trail in Mill City
Ease of Implementation	Excellent – Based on confirmation of the state’s ownership interest in the trail property, the existing rail bed is ready for a trail and there is strong community backing for the trail
Population / Area Served	Regional trail users as well as Mill City residents in southwest area of the community
Connectivity	Connects southwest residential area with the Mill City town center as well as connecting Mill City to the proposed trail (shared-use paved shoulders) on Lyons-Mill City Drive
Benefits	Reduces the use of the street by pedestrians and cyclists
Equity	Provides trail to another area within Mill City
Community status	Strong community backing for trail
Comments	Continuation of a success story within Mill City and the Canyon.

Trail Section 3

*Memorial Park to just east of the unnamed creek close to the eastern city boundary
Section Map: Figure 4*

Trail Section 3 includes the existing paved multi-use trail on the state-owned rail bed that passes through a residential area and then crosses the North Santiam River on the restored Railroad

Bridge in the center of Mill City. There are several road crossings within this section. Significant views of the river and falls greet the trail user at this location. Salmon can be viewed as they gather energy to leap the falls. A restroom, park and river access point are located near the bridge. This area also provides parking that could be used for trail head parking. A fish viewing and interpretive viewpoint has been proposed for this area. From the bridge, the trail passes by the Canyon Life Museum and continues east until the trail pavement ends just east of an unnamed creek (approximately 3,700 feet east of the Railroad Bridge).

Section Description

Section 3 Begin/End	Memorial Park to just east of the unnamed creek close to the eastern city boundary
Section Length	3,700 linear feet
Trail Tread	Existing asphalt – 10 feet wide
Existing Trail Facilities	Existing multi-trail and the restored railroad bridge. Existing restroom and parking provide trailhead facilities
Proposed Trail Facilities	Trail markers and interpretive signage; Street crossing improvements at the Railroad Bridge and Wall Street
Stream/Creek Crossings	North Santiam River on the existing restored railroad bridge (SC5); Crossing of the unnamed creek (SC6) on an existing pedestrian / bicycle bridge
Other Env. Factors	Falls, North Santiam River
Rail Bed Condition	
Extent of trail cleared	3,700 linear feet
Extent of trail vegetated	None
Private Properties	
North side of trail	10 parcels
South side of trail	22 parcels
Driveways	
North side of trail	None
South side of trail	None
Public Property	
North side of trail	Street right-of-way
South side of trail	City property at intersection with First Avenue
Road Crossings	4
CARTS Connection	At the corner of First Avenue and Kingswood Street
Relationship to Other Sections	Existing trail section. See Connectivity
Ease of Implementation	Complete – additional trail elements could be added over time
Population / Area Served	Provides a focal point for the open space within the central area of Mill City as well as regional attraction

Section 3 Begin/End	Memorial Park to just east of the unnamed creek close to the eastern city boundary
Connectivity	Provides anchor for future connections to west and east.
Benefits	Provides pedestrian and cyclist route through Mill City off of highway
Equity	Serves the central section of Mill City
Community status	The community is proud of this trail section and would like to build on this success story
Comments	Trail shares shoulder of Wall Street in the central area of Mill City. This existing trail passes through the heart of Mill City providing links to many community amenities. This section provides a successful example and anchor for future trail section development.

Trail Section 4

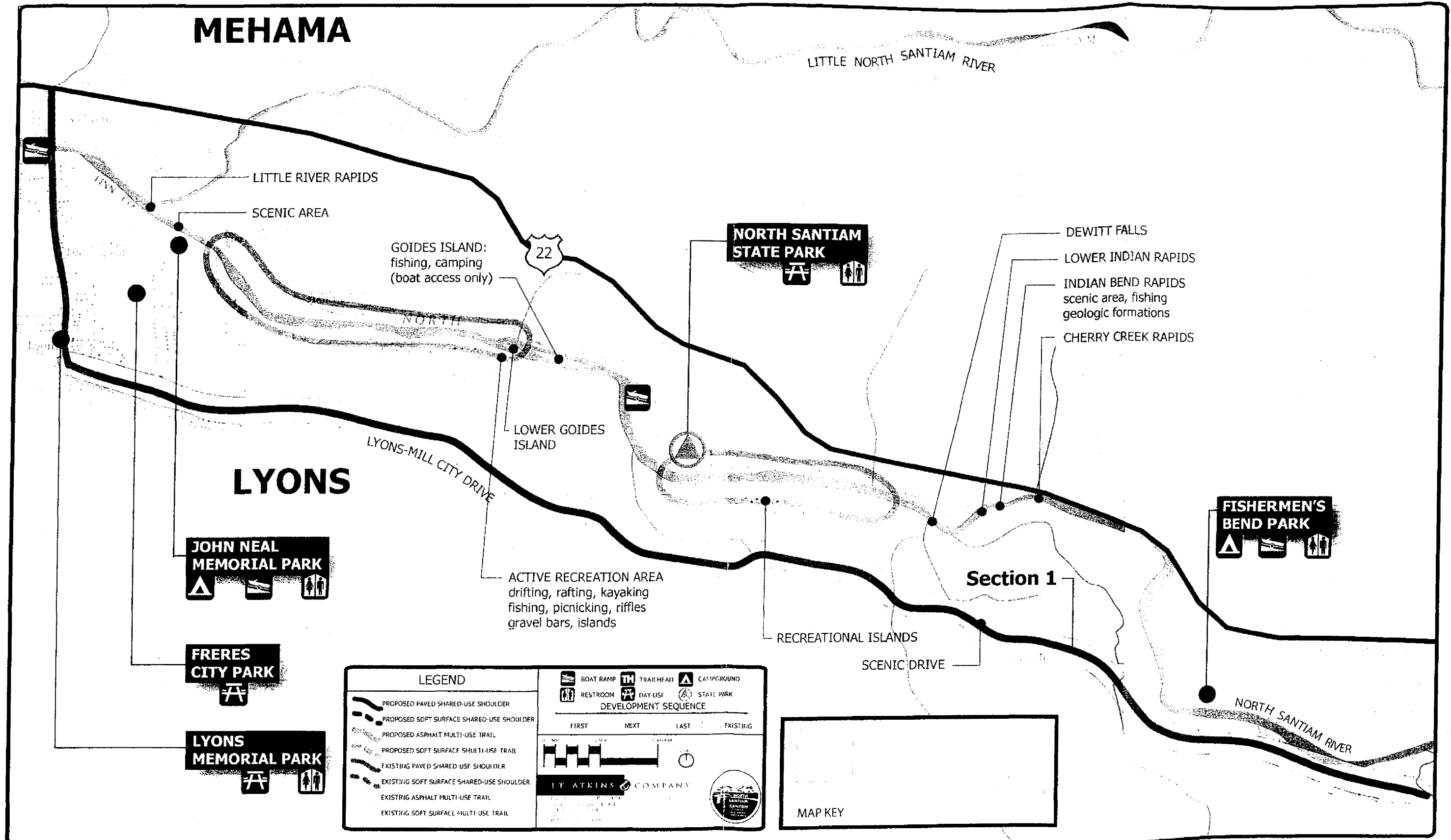
Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
Section Map: Figure 4

Trail Section 4 forms a critical link that will connect Mill City to Gates. This proposed section of multi-use trail (separated from roads) is located on the state-owned rail bed that extends from the unnamed creek close to Mill City's eastern boundary to the intersection of Central Avenue. The rail bed within this section parallels Highway 22 on the south side. Just east of Mill City, the proposed trail alignment passes through a narrow section of land adjacent to the highway. This section presents a construction challenge and will require the construction of retaining walls and fill slopes to develop a trail on the narrow cross-slope. The eastern end of this section crosses Central Avenue. This trail/road crossing will require that the crossing point be designed to reduce the potential conflict between trail users and vehicles on Central Avenue. This section includes one stream crossing and two potential wetlands (W3 and W4) along the route. The rail bed is relatively free of vegetation in several sections of this section.

At the eastern end of this section, several private residential and commercial land uses are located immediately adjacent (approximately 400 feet in length) to the rail bed. At present, the adjacent property owner is opposed to developing this important community link, due to concerns of loss of privacy, security and unauthorized access to private property.

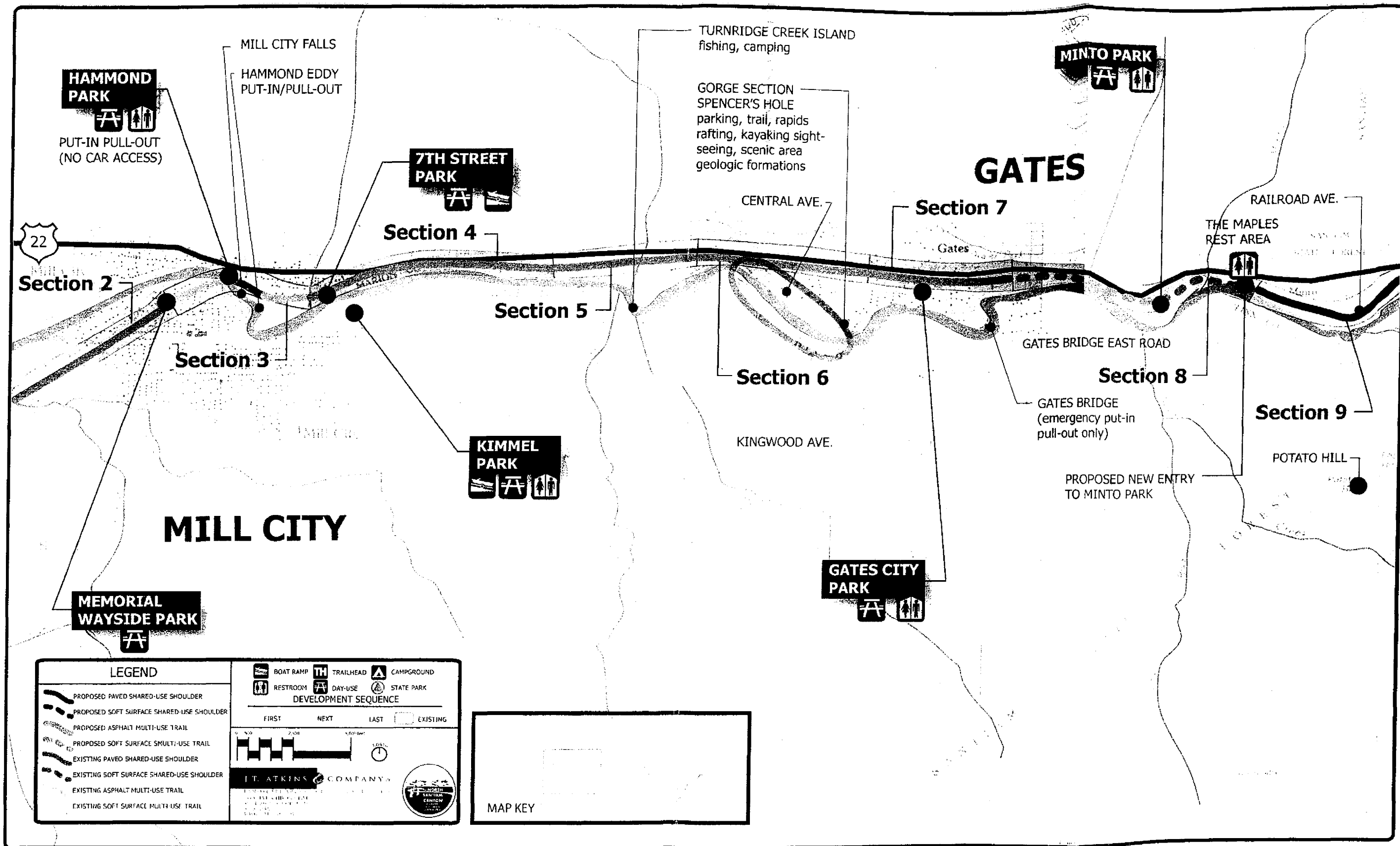
Section Description

Section 4 Begin/End	Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
Section Length	5,400 linear feet
Trail Tread	Asphalt – 8-10 feet wide
Existing Trail Facilities	None
Proposed Trail Facilities	Asphalt multi-use trail with trail markers, bollards, driveway and road crossing safety features
Stream/Creek Crossings	None noted
Other Env. Factors	Narrow section (just east of Mill City) will require retaining wall and earthwork. Potential wetlands (W3 and W4) are in the area. These wetlands require delineation and possible Division of State Lands (DSL) permitting. When constructing a trail within a wetland, state and federal General Water



NOTE: THE INDIVIDUAL TRAIL SECTIONS SHOWN ON THIS FIGURE REQUIRE DETAILED DESIGN, REVIEW, AND COMMUNITY MEETINGS TO DETERMINE FINAL TRAIL ALIGNMENT, TRAIL CROSS SECTIONS, TRAIL ELEMENTS, AND TRAIL USER SAFETY.

CANYON JOURNEYS
Figure 3. Canyon Connectors - Section 1



LEGEND	
	PROPOSED PAVED SHARED-USE SHOULDER
	PROPOSED SOFT SURFACE SHARED-USE SHOULDER
	PROPOSED ASPHALT MULTI-USE TRAIL
	PROPOSED SOFT SURFACE MULTI-USE TRAIL
	EXISTING PAVED SHARED-USE SHOULDER
	EXISTING SOFT SURFACE SHARED-USE SHOULDER
	EXISTING ASPHALT MULTI-USE TRAIL
	EXISTING SOFT SURFACE MULTI-USE TRAIL

DEVELOPMENT SEQUENCE			
FIRST	NEXT	LAST	EXISTING

BOAT RAMP	TRAILHEAD	CAMPGROUND
RESTROOM	DAY-USE	STATE PARK

J.T. ATKINS COMPANY

MAP KEY

CANYON JOURNEYS

Figure 4. Canyon Connectors - Sections 2-9

NOTE: THE INDIVIDUAL TRAIL SECTIONS SHOWN ON THIS FIGURE REQUIRE DETAILED DESIGN, REVIEW, AND COMMUNITY MEETINGS TO DETERMINE FINAL TRAIL ALIGNMENT, TRAIL CROSS SECTIONS, TRAIL ELEMENTS, AND TRAIL USER SAFETY.

Section 3 Begin/End	Memorial Park to just east of the unnamed creek close to the eastern city boundary
Connectivity	Provides anchor for future connections to west and east.
Benefits	Provides pedestrian and cyclist route through Mill City off of highway
Equity	Serves the central section of Mill City
Community status	The community is proud of this trail section and would like to build on this success story
Comments	Trail shares shoulder of Wall Street in the central area of Mill City. This existing trail passes through the heart of Mill City providing links to many community amenities. This section provides a successful example and anchor for future trail section development.

Trail Section 4

Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
Section Map: Figure 4

Trail Section 4 forms a critical link that will connect Mill City to Gates. This proposed section of multi-use trail (separated from roads) is located on the state-owned rail bed that extends from the unnamed creek close to Mill City's eastern boundary to the intersection of Central Avenue. The rail bed within this section parallels Highway 22 on the south side. Just east of Mill City, the proposed trail alignment passes through a narrow section of land adjacent to the highway. This section presents a construction challenge and will require the construction of retaining walls and fill slopes to develop a trail on the narrow cross-slope. The eastern end of this section crosses Central Avenue. This trail/road crossing will require that the crossing point be designed to reduce the potential conflict between trail users and vehicles on Central Avenue. This section includes one stream crossing and two potential wetlands (W3 and W4) along the route. The rail bed is relatively free of vegetation in several sections of this section.

At the eastern end of this section, several private residential and commercial land uses are located immediately adjacent (approximately 400 feet in length) to the rail bed. At present, the adjacent property owner is opposed to developing this important community link, due to concerns of loss of privacy, security and unauthorized access to private property.

Section Description

Section 4 Begin/End	Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
Section Length	5,400 linear feet
Trail Tread	Asphalt – 8-10 feet wide
Existing Trail Facilities	None
Proposed Trail Facilities	Asphalt multi-use trail with trail markers, bollards, driveway and road crossing safety features
Stream/Creek Crossings	None noted
Other Env. Factors	Narrow section (just east of Mill City) will require retaining wall and earthwork. Potential wetlands (W3 and W4) are in the area. These wetlands require delineation and possible Division of State Lands (DSL) permitting. When constructing a trail within a wetland, state and federal General Water

Section 4 Begin/End	Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
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Quality Best Management Practices must be met. Environmental analysis must be conducted on trail portions that are on federal land or are funded with federal dollars. Trail construction in a riparian reserve on US Forest Service and BLM lands must meet Northwest Forest Plan guidelines and Aquatic Conservation Strategy Objectives.

Rail Bed Condition

- Extent of trail cleared 1,200 linear feet
- Extent of trail vegetated 4,200 linear feet

Private Properties

- North side of trail 5 parcels
- South side of trail 4 parcels

Driveways

- North side of trail Linking drive from the storage unit
- South side of trail Two at eastern end of the section

Public Property

- North side of trail ODOT
- South side of trail Mill City at western end of the section

Road Crossings

Central Avenue at the eastern end of the section. Sight distance improvements may be required

CARTS Connection

In Mill City

Relationship to Other Sections

Critical link for shared use trail connection between Mill City and Gates

Ease of Implementation

Difficult at this time due to adjacent property owner (at the eastern end of the section) objections. There will be trail construction challenges with the narrow section of trail area just east of Mill City.

Population / Area Served

Section provides community connectivity between Gates and Mill City as well as regional connections

Connectivity

Critical link between Mill City and Gates. Provides a safe link for high school students in Gates to get to their school in Mill City

Benefits

Will provide pedestrian and cyclist route between Mill City and Gates off of highway

Equity

Important community link between Mill City and Gates

Community status

The general public is behind the development of the trail, but at the same time there is a valid desire for the trail to be a "good neighbor" to adjacent properties

Comments

High-priority trail section with a difficult chance for implementation at this time due to adjacent property owner opposition. The trail planning team should continue to encourage discussions with the property owner to find a solution to completing this "missing link" to the trail. In addition, the planning team should work with ODOT to consider bicycle and pedestrian

Section 4 Begin/End	Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue
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improvements in an effort to improve safety.

Trail Section 5

*Central Avenue to Gates west city limit
Section Map: Figure 4*

Within this section there are two alternative alignment corridors, Sections 5A and 5B. Section 5A is the section of proposed multi-use trail (separated from roads) on the state-owned rail bed. Section 5B, the second alternative trail alignment, would be on the shared-use shoulders of Central Avenue (Marion County road). Since Trail Section 5 will be used by trail users of varied skill levels, for recreation as well as a community connector, the separated, shared-use trail on the state-owned rail bed (Section 5A) is the preferred trail alignment. More detailed planning and design and neighborhood meetings are required to address the driveway crossings and potential adjacent private residential property issues within this section.

Section 5A

This section alignment is on the state-owned rail bed and is located immediately to the north of Central Avenue and passes through a relatively narrow area between Central Avenue and Highway 22. There are several driveway crossings near the eastern end of the segment. There is also a road crossing at the eastern end.

Section Description

Section 5A Begin/End	Section 5A - Central Avenue to Gates west city limit
Section Length	3,350 linear feet
Trail Tread	Asphalt -- 8-10 feet wide
Existing Trail Facilities	None
Proposed Trail Facilities	Asphalt multi-use trail with trail markers, bollards, driveway and road crossing safety features
Stream/Creek Crossings	Crossing of an unnamed creek (SC 7)
Other Environmental Factors	None noted
Rail Bed Condition	
Extent of trail cleared	None
Extent of trail vegetated	3,350 linear feet
Adjacent Land Uses	
Private Properties	
North side of trail	5 parcels
South side of trail	None
Driveways	
North side of trail	2

Section 5A Begin/End	Section 5A - Central Avenue to Gates west city limit
South side of trail	None
Public Property	
North side of trail	ODOT - Highway 22
South side of trail	County road right-of-way
Road Crossings	Crossing with the road just to the west of the Gates west city limit - Sight distance improvements may be required at this crossing
CARTS Connection	None
Relationship to Other Sections	Linking element within the Mill City to Gates section of trail
Ease of Implementation	Good. Additional discussions with adjacent property owners are required
Population / Area Served	Mill City, Gates and region
Connectivity	Gates to Mill City and points east and west
Benefits	Will provide pedestrian and cyclist route between Mill City and Gates
Equity	Link Gates and Mill City and provide trail amenity to adjacent properties
Community status	No apparent adjacent property owner opposition in this section
Comments	This section is part of the potential Gates to Mill City connector. This section could be constructed and provide recreational trail opportunities for the Gates community. More detailed planning and design and neighborhood meetings are required to address the driveway crossings and potential adjacent private residential property issues within this section.

Section 5B

There is little development of the adjacent private property in the western and central areas of Section 5B. At present, this narrow, winding road has no shoulders, precluding the use of the road for the proposed trail. It is important for the community to work with Marion County to ensure that, as improvements are made to Central Avenue, adequate shared-use shoulders are developed as part of the road improvements.

In meetings with Marion County representatives the following was recommended as an approach to using county road shoulders for shared-use opportunities:

The 'standard' design should be a separated path or trail, even where the trail parallels a roadway in the road right-of-way or an adjacent old rail right-of-way. In cases where a separated trail would be inordinately difficult or would lead to insurmountable hurdles (public objection, huge costs, etc.) and where roadway geometric and traffic conditions would be amenable to use by trail users, the county could consider the possibility of the trail using the roadway. However, this must be the exception rather than the standard.

Section Description

Section 5B Begin/End	Section 5B - Central Avenue to Gates west city limit
Section Length	3,350 linear feet
Trail Tread	Paved shared-use shoulder on the Marion County road

Section 18 Begin/End	Blowout Road to the South Lake Shore Trails and Campgrounds
CARTS Connection	None
Relationship to Other Sections	Important linking trail alignment that connects south shore campgrounds together and to Idanha and Detroit
Ease of Implementation	US Forest Service has developed preliminary plans for the trail alignment. Trail development would have to meet the requirements of the Northwest Forest Plan, Endangered Species Act and other environmental policies, laws and guidelines for actions on federal lands as well as state and local laws and conditions. Detroit and Idanha communities are in favor of this trail alignment.
Population / Area Served	Detroit and Idanha communities and visitors to the area
Connectivity	When combined with sections 16 and 17 this section links Detroit and Idanha to the campgrounds on the south shore of Detroit Lake
Benefits	Provides additional recreation opportunity for the south shore campgrounds and connects local communities to the campgrounds
Equity	Benefits regional visitors and local communities
Community Status	Communities desire this linking trail
Comments	This trail section is a critical link between the Detroit and Idanha communities and the campgrounds on the south shore. Trail development would have to meet the requirements of the Northwest Forest Plan, Endangered Species Act and other environmental policies, laws and guidelines for actions on federal lands as well as state and local laws and conditions. The Detroit and Idanha communities are in favor of this trail alignment.

SOUTHERN CONNECTOR TRAIL OPPORTUNITIES

A series of shared-use paved road shoulder (on Linn County roads) trail opportunities exists on the south side of the North Santiam River. In many cases these southern routes provide alternative connectors between the communities. In addition, combining these southern routes with the state-owned rail bed trail creates trail loops between the Canyon communities.

Figure 2 shows the Southern Connector trails.

Gates / Mill City Loop

This proposed loop will use Kingwood Avenue. This Linn County road is classified as a major collector road. It passes through the scenic Kings Prairie agricultural area, which includes Davis Airfield and the historic Fairview Cemetery. Kingwood Avenue also provides connections to the roads and trails within the mountainous areas to the south.

This narrow county road does not have shoulders, precluding its use for the proposed trail at this time. It is important that the community work with the County to ensure that, as improvements are made to Kingwood Avenue, adequate shared-use paved shoulders are developed as part of the road improvements.

Gates to Niagara Park (Southern Alignment)

The proposed Gates to Niagara Park trail loop will use Gates Bridge East Road from Gates Bridge to the east for approximately 4 miles. This Linn County road is a relatively narrow paved road without shared-use paved shoulders. This road passes through a scenic part of the Canyon that includes dramatic views of the mountains and the agricultural landscape. At the eastern end the Canyon becomes narrow and the road becomes gravel and begins to climb into the mountains to the south and east.

A key element of this proposed loop is the proposed bicycle and pedestrian bridge that will link the south bank of the North Santiam River to Niagara Park on the north bank of the river. Once the bridge and shared-use road shoulder improvements are completed, this southern part of the loop will provide an alternative route to Niagara Park and the trail sections to the east from Gates.

This southern alignment, when combined with the rail bed trail on the north side of the river, will create a trail loop that connects Gates and the communities to the west with the numerous parks within this area.

Gates to Detroit Lake

The opportunity exists to connect Gates and the communities to the west with the south shore of Detroit Lake via a system of roads that includes the proposed shared-use paved shoulders (Gates Bridge East Road or Monument Peak Road) and gravel logging roads (US Forest Service Roads 2202 and 610). This system of scenic drives and strenuous mountain bicycle routes, approximately 24 miles long, provides an exciting link. The roads pass through State Forest and US Forest Service lands as well as private timber lands. Additional planning and design as well as meetings with land owners are needed to bring this trail opportunity to reality.

Detroit Lake South Shore Trail

On the south side of Detroit Lake, there is a series of campgrounds and existing biking trails that the US Forest Service is planning to connect with additional trail section.

NORTHERN CONNECTOR TRAIL OPPORTUNITIES

There is a range of road and trail connections to the north of Highway 22 that provide connections to recreation opportunities. In many cases the connections are on county roads.

Lyons / Mehama Area

From Mehama there are several roads that connect the area to recreation opportunities north of Highway 22. The roads include Wagner and Lookout Mountain Roads. These roads provide connections to the Santiam Forest State Forest and other recreation areas. Jennie Road provides a connection to the North Fork Road that connects to the numerous recreation opportunities found along the Little North Santiam River. In addition to the above, Ferry Road provides connection to county roads to the west.

Mill City

River Road provides a connection to Fishermen's Bend Park.

Gates

Gates Hill Road provides a scenic road connection between Gates and the Little North Santiam River and Elkhorn Valley recreation resources.

Niagara Park Area

Within the Niagara Park area there is a road on the north side of Highway 22 that connects Niagara Park to the recreation opportunities found within the Santiam State Forest.

Detroit Area

French Creek trails and other existing trails and Breitenbush Road provide access to the recreation opportunities found to the north of Detroit.

Idanha Area

Boulder Creek Road provides a connection between Idanha and the Breitenbush Road to the north.

COMMUNITY TRAILS

The Canyon-wide trail system described above will pass through the Canyon communities. This main trail forms the structure to which the local community trails can tie. Many community trails now exist and are popular community resources. The following discussion and trail maps build upon information obtained from each community and information gathered during meetings with the community and with community representatives.

Lyons Trails

The proposed Lyons Trail network (Figure 8) provides a loop around the southern half of town and links to the Canyon Journeys Trail on the south as well as to points north and west of the city's northern boundary. Both John Neal Memorial Park and Freres City Park are on this proposed loop, as are several churches, Lyons Memorial Park, the Lyons-Mehama Boat Ramp, and other community buildings including the elementary school. The majority of this trail network would be located on the shared-use road shoulders.

Mill City Trails

The proposed trail network in Mill City (Figure 9) incorporates existing trails and links them along Broadway Street to the Canyon Journeys Trail and along Fairview Street from 1st Street to Kimmel Park. From the Fairview / 1st Street intersection, trail users could continue west along Evergreen Street, to connect with the Canyon Journeys Trail, or turn either north or south to connect with other points of interest. This proposed trail network includes many of the structures covered on the Mill City Historical Tour. An important part of this system is the potential pedestrian / bicycle bridge that would link 7th Street and Kimmel Parks.

VI. TRAIL SYSTEM ACTION PLAN

CANYON CONNECTORS TRAIL MANAGEMENT

One of the major questions to be addressed in the initial stages of trail implementation is: *Who will develop and manage the trail?* That responsibility includes fund raising, volunteer coordination, management of the detailed design, construction and ongoing operation and maintenance of the trail system. Management responsibilities could focus on the total trail alignment or on individual sections. Local ownership and management of at least a portion of the trail could yield many benefits in terms of property owner relationships and access to grant funding.

There are a range of organizational forms that could provide the needed management of the trail system. Those forms could include:

- Joint management agreements among appropriate federal, state, county and local agencies. Cooperating agencies could fund a trail steward position to coordinate the management of the trail. Local management/ownership of a portion of the proposed trail can yield many benefits regarding property owner relationships and access to grant funding.
- Non-profit organization manages the trail and other North Santiam Canyon development opportunities as appropriate.
- North Santiam Canyon cities and counties manage the trail sections within their city boundaries.
- North Santiam Canyon cities and counties jointly manage the trail system from Lyons to Idanha.
- A volunteer group(s) manages the trail system or parts of the system. This approach could be part of the other management structures.
- Owners of facilities manage individual trail hubs.

PROPOSED MANAGEMENT FRAMEWORK

Throughout the planning process many agencies, communities, volunteer groups and individuals expressed interest in the Canyon Journeys Trail System. This level of interest in the project will assist greatly in implementing and managing the trail system, although it is important that the participation of the interested parties be coordinated and managed to achieve success.

The number of counties, communities, federal and state agencies that have been involved in the process presents both opportunities and challenges to implementing the trail system. Several trail systems within Oregon have been developed through a coordinated effort of a range of groups through the formation of a multi-party management group focusing on implementing and managing the trail system. One example of such an effort is the Fort to the Sea Trail, which is being done as an Oregon Solutions project through the Governor's office.

It is recommended that a similar trail management group be established as soon as possible to take the recommendations found in this report and seek funds to implement sections of the Canyon Journeys Trail System.

In addition to coordinating the efforts for implementing the Canyon Journeys Trail System, the opportunity exists to work with the group that is in the process of implementing the Stayton Trail System.

Increased visibility of the Canyon Journeys Trail System will be an important part of implementing the trail system. The trail development organization or partner organizations should take advantage of the existing festivals, events, and activities within individual communities to continue to present the trail and the recreation opportunities found throughout the Canyon. In addition, a consistent design character and graphic image for the various trail elements will increase trail system visibility and assist in creating a coherent trail system that sets an overall project image and is easy for the trail user to follow. This consistent design character needs to be established prior to the initial development of any of the trail sections. This is particularly important if individual cities acquire funds and begin to develop the trail independently.

TRAIL SECTION DEVELOPMENT SEQUENCE

To reach the goal of connecting Canyon communities with a non-motorized trail, all trail sections should be considered priority trail sections; however, the realities of funding, physical conditions, and varied levels of adjacent property owner support require that the trail development be phased over time. The planning process has identified a development phasing hierarchy for the eighteen trail sections. This hierarchy is presented in Table 14. The hierarchy recommendations are based upon four criteria: ease of implementation, level of connectivity, community support, and trail benefits. Since the rail bed physical conditions, with the exception of certain areas within certain sections, are similar along its length, the results of the public process play a major role in the trail section hierarchy rating.

Figures 3 through 7 illustrate the trail sections and sequencing recommendations as follows:

- Green sections are the **first** trail sections to be implemented.
- Yellow sections are the **next** sections to be implemented.
- Red sections are the **last** sections to be implemented as adjacent property owner issues are resolved. Some areas in the red sections require additional meetings and work with adjacent property owners for implementation. Alternative routes around these challenge areas are identified on Figure 2.

Trail Section	Rating	Notes	Phasing
1 - Lyons (5 th Street and Main Street) to Kingwood	Good	This section will connect Lyons to Mill City. It is important to work closely with the mill owners and County representatives regarding the proposed shared-use of the paved	Next

Table 2.4 Trail Section Development Sequence

Trail Section	Ease of Implementation	Comments	Development Sequence
Avenue (approximately one half-mile west of Mill City)		shoulders in this area. The improvements should be implemented as part of any proposed county road improvements in the area. The community trail link from Main Street to John Neal Memorial Park is a priority connection that the community should seek funds for development.	
2 - Kingwood Avenue to Memorial Park in Mill City	Excellent	Existing rail bed is ready for a trail and there is strong community backing for the trail. Continuation of a success story within Mill City and the Canyon.	First
3 - Memorial Park to just east of the unnamed creek close to the eastern city boundary	Complete – additional trail elements could be added over time	Trail shares shoulder of Wall Street in the central area of Mill City. This existing trail passes through the heart of Mill City providing links to many community amenities. This section provides a successful example and anchor for future trail section development.	n/a
4 - Mill City (just east of the unnamed creek close to the eastern city boundary) to Central Avenue	Difficult	Difficult to implement at this time due to adjacent property owner (at the eastern end of the section) objections. There will be trail construction challenges with the narrow section of trail area just east of Mill City. High-priority trail section with a difficult chance for implementation at this time due to adjacent property owner opposition. The trail planning team should continue to encourage discussions with the property owner to find a solution to completing this “missing link” to the trail.	Last
5A - Central Avenue to Gates west city limit	Good	This section is part of the potential Gates to Mill City connector. This section could be constructed and provide recreational trail opportunities for the Gates community. More detailed planning and design and neighborhood meetings are required to address the driveway crossings and potential adjacent private residential property issues within this section.	Next
5B - Central Avenue to Gates west city limit (Section 5A preferred)	Good	This section is part of the potential Gates to Mill City connector. This section could be constructed and provide recreational trail opportunities for the Gates community. Coordination with Marion County representatives is required. Since this	Next

Table 14 - Trail Section Development Sequence

Trail Section	Base of Implementation	Comments	Development Sequence
		proposed trail section will be used by trail users of varied skill levels, for recreation as well as a community connector, the separated, shared-use trail on the rail bed is the preferred trail alignment in this section.	
6A - Gates west city limit to approximately 400 feet west of Louisa Street intersection	Good	This section is part of the potential Gates to Mill City connector. This section could be constructed and provide recreational trail opportunities for the Gates community. More detailed planning and design and neighborhood meetings are required to address the driveway crossings and potential adjacent private residential property issues.	Next
6B - Gates west city limit to approximately 400 feet west of Louisa Street intersection (Section 6A is preferred)	Good	There has been no apparent opposition to the trail within this area, but additional planning efforts and neighborhood meetings will be required for this section due to the number of driveway crossings and adjacent private parcels. Coordination with Marion County representatives is required. This section is part of the potential Gates to Mill City connector. This section could be constructed and provide recreational trail opportunities for the Gates community. Since this proposed trail section will be used by trail users of varied skill levels, for recreation as well as a community connector, the separated, shared-use trail on the rail bed Section 6A is the preferred trail alignment.	Next
7 - Approx. 400 feet west of Louisa Street intersection in Gates to the eastern city limit	Excellent	Opportunity to provide a significant linear park and non-motorized transportation feature for the community on the state-owned rail bed alignment.	First
8 - Gates eastern city limit to The Maples Rest Area	Excellent	There is public property on both sides of the alignment. The stream crossings will present construction challenges. When combined with the linear park within Gates this section provides an outstanding open space and non-motorized transportation opportunity.	First
9 - The Maples Rest Area to east-end of Railroad	Good	Historically people in this area were opposed to the trail. It appears that a major concern was the loss of trees and other vegetation to the trail construction. Recent discussions with	Next

Table 10 - Trail Section Development Sequence

Trail Section	Ease of Implementation	Comments	Development Sequence
Avenue		adjacent property owners suggest that if the trail is located on adequate shared-use shoulders on an improved Railroad Avenue that the neighbors would support the construction of this trail section. Will require neighborhood meetings and work with Marion County representatives. There is the opportunity as funds become available to solve the dust problem by improving the road while providing for this important trail section.	
10 - East-end of Railroad Avenue to the Minto Fish Trap	Excellent	Excellent opportunity to provide a comprehensive trail system that will link the parks as well as connecting adjacent residential areas to Gates. A majority of the adjacent lands are in public ownership.	First
11 - Minto Fish Trap to Niagara Park	Difficult	Difficult implementation opportunity due to the adjacent property owner's opposition. The property owners are generally in favor of the trail concept (for other parts of the Canyon) as long as this trail section is not developed. Excellent opportunity to provide a comprehensive trail system that will link the parks. It is important that a continued dialog with the property owners be carried out to determine if planning and design methods can address the neighbor's perceived issues to create a win-win situation for this area. Through appropriate trail element design the perceived issues of loss of privacy, litter and unauthorized access to private property can be addressed while providing a safe and efficient way for the residents to access their property to the south of the state-owned rail bed.	Last
12 - Niagara Park to the eastern end of the Niagara Park Service Road	Excellent	This section of trail functions well now and should be completed when the section to the east (Section 13) is developed.	Next
13 - Niagara Park Service Road (east end) to Big Cliff Dam	Good	Narrow section near Little Sweden with challenging topography as well as the numerous stream crossings. This eastern section provides a Canyon-wide and regional trail resource that can be developed later in the trail development process.	Next

Table 14. Trail Section Development Sequence			
Trail Section	Ease of Implementation	Comments	Development Sequence
14 - Mongold Park to Detroit (Forest Street)	Good	<p>Good opportunity for implementation due to difficult topography on the north side of the highway. Breitenbush River bridge crossing is requires a coordinated project with ODOT Highway 22 bridge improvements.</p> <p>Important link between recreation facilities and communities to the east. Trail section development required detailed study of the topography north of the highway and coordination efforts to achieve the necessary highway crossing improvements, including the proposed underpass at Detroit Lake State Park, and the crossing of the Breitenbush River.</p>	Next
15 - Detroit (Forest Street) to Blowout Road	Difficult	The difficult level of implementation opportunity is due to difficult topography and numerous adjacent private properties in Detroit. The trail alignment on the utility corridor would pass through private property. The trail route north of the highway requires more detailed study as well as working with the utility company and property owners.	Last
16 - Blowout Road to Boulder Creek	Good	This critical linking trail section can be located on an alignment immediately south of the highway. There is an opportunity for the trail to be located closer to the river on the western end of the section. Additional meetings with property owners and public agencies are required for project implementation.	Next
17 - Boulder Creek to Idanha	Excellent	Trail Sections 16 and 17 are critical links to connecting Idanha to the campgrounds and other resources found at Detroit Lake. This connection could help bring a share of the economic benefits of the recreation resources to the west to the community. An improved crossing of Highway 22 to connect the civic functions on the north side to the rest of the community on the south side of the highway should be considered as well. There is strong community support for connecting Idanha to Detroit and the recreation resources of Detroit Lake. There is the need to work with property owners regarding trail alignment on private property and the driveway crossings.	First
18 - Blowout Road to the South	Good	This trail section is a critical link between the Detroit and Idanha communities and the south	Next



Lake Shore Trails
and Campgrounds

shore campgrounds. Trail development would have to meet the requirements of the Northwest Forest Plan, Endangered Species Act and other environmental policies, laws and guidelines for actions on federal lands as well as state and local laws and conditions. Detroit and Idanha communities are in favor of this trail alignment.

ACTION PLAN

The following actions are recommended:

- Continue developing a management structure for the Canyon Journeys Trail System.
- Consider further prioritizing the development sequence of first-priority projects.
- Seek funds and partners for the design and development of the first- and next-priority trail sections.
- Continue to involve the public and adjacent property owners in the trail design and construction process.
- Continue to work with the individual adjacent property owners who oppose trail sections within their area.
- Continue to work with the following state and county agencies regarding including improved shared-use paved shoulders in their road improvement plans:

Linn County

Kingwood Avenue
Gates School Road
Gates Bridge East Road
Marion County

Marion County

Railroad Avenue
Central Avenue
River Road (west of Mill City)

ODOT

Breitenbush Bridge Crossing

- Incorporate trail system plan recommendations into trail plans for each community in the study area and seek funds and partners to develop the trail connections.
- Begin to work with groups and individuals that would be interested in developing or expanding recreation and interpretive hubs.

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- Future planning, design, and construction must comply with local, county, state, and federal policies, laws, restrictions, and other land use controls.
 - Increase the visibility of the Canyon Journeys Trail System. This can be done in several ways:
 - Take advantage of the existing festivals, events, and activities within individual communities to continue to present the trail and the recreation opportunities found throughout the Canyon.
 - Develop a consistent design character and graphic image for the various trail elements in order to increase trail system visibility. This will assist in creating a coherent trail system that sets an overall project image and is easy for the trail user to follow. This consistent design character should be established prior to the initial development of any of the trail sections. This is particularly important if individual cities acquire funds and begin to develop the trail independently.
 - Develop a flyer that presents the Canyon Journeys Trail System and the Canyon resources.