

Oakridge-Westfir Community Trails Plan

Draft – April 2007

The Oakridge-Westfir Community Trails Committee
and the Oakridge-Westfir Area Chamber of Commerce
with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program



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Disclaimer: Although many organizations and agencies participated in the planning process that resulted in this document, their involvement does not equate to an explicit or implicit endorsement of this draft plan. Ultimately, the ideas and any possible errors in this draft plan are the sole responsibility of the Oakridge-Westfir Community Trails Committee.

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Executive Summary

Oregon has some of the best regional trail networks in the United States. These trails provide a wealth of opportunities for residents and visitors to explore Oregon's scenic landscapes, engage in healthful physical activity, learn about the cultural and natural history of the area and escape the pressures of an increasingly urbanized society.

The communities of Oakridge and Westfir are located in the western Oregon Cascade Mountains and are adjacent to lands managed by the U.S. Forest Service. The Oakridge-Westfir Community Trails Plan envisions a trail network that connects Oakridge-Westfir area communities, regional parks and open space to trails and recreation opportunities on the Willamette National Forest. While many trails and routes already exist in the area, this plan seeks to improve connectivity, and increase the range of opportunities for residents and visitors to enjoy non-motorized means of recreation and transportation.

Many rural Oregon communities have been faced with the challenge of developing alternative economic activities to replace those centered on timber harvesting. The cities of Oakridge and Westfir have the potential to further develop tourism as one economic development alternative. Attracting new resident industries and businesses would also create living-wage jobs in a local economy that is still recovering from the decline of the timber industry. To attract tourists and new investors to the area, the communities of Oakridge and Westfir are interested in increasing nearby recreational opportunities and enhancing the quality of life within their communities by creating a community trails system.

The City of Oakridge convened a Trails Committee of community volunteers to develop this plan with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program. The Oakridge-Westfir Area Chamber of Commerce worked closely with the Trails Committee, the U.S Forest Service, and other stakeholder groups to develop the vision, goals and concepts that are described in this plan. In addition, the Trails Committee gathered community input to inform the plan through a survey, two open-houses, as well as other outreach activities.

The following groups, government agencies, and organizations were involved in developing this plan:

- Oakridge-Westfir Area Chamber of Commerce
- City of Oakridge
- City of Westfir
- Willamette National Forest, Middle Fork Ranger District
- Northwest Youth Corps
- Kiwanis Club
- Middle Fork of the Willamette Watershed Council
- Lane Council of Governments (LCOG)
- National Park Service Rivers, Trails and Conservation Assistance Program
- Disciples of Dirt Mountain Bike Club
- Backcountry Horseman of America
- Oregon Equestrian Trails

The trail network envisioned by the Trails Committee is organized into three categories: *In-town*, *Edge-of-town* and *Forest Trails*. The purpose of these distinctions is to provide some guidance as to how different types of trails would be developed. The trails would be interconnected allowing a practical and efficient route for residents and visitors to walk or ride through town, talk a longer trip around the outskirts of the community, or access a variety of recreation opportunities in the adjacent forests and mountains.

The Oakridge-Westfir Community Trails Plan is a non-regulatory, conceptual plan. None of the proposed ideas in this plan have been approved for funding or construction. Rather, they represent ideas that provide a concept for how the community could begin to work toward the goals and vision crafted during this

planning process. The implementation of those ideas will be contingent upon attracting outside funding sources such as grants and donations, motivating local volunteers, and building stakeholder consensus. Creating the trail network that this plan envisions will be gradual and incremental. Most importantly, it will involve the input of local citizens, businesses, and landowners to ensure that future projects respect private property rights and interests.

The Oakridge-Westfir Community Trails Plan is congruent with local and statewide planning efforts. The Oregon Statewide Comprehensive Outdoor Recreation Plan published in 2003 (SCORP) summarized research about trail use, demographics and trends¹. The Oakridge-Westfir Community Trails Plan addresses priorities outlined in SCORP, including:

Statewide Issue B: Need For Recreational Trails/Connectivity

Goal: Seek to provide quality trail facilities and opportunities, including interconnective opportunities where appropriate, to satisfy a growing number of diverse trail users throughout the state.

Statewide Issue H: Resource Protection/Environmental Education

Goal: Provide quality outdoor recreation experiences in a sustainable manner to ensure the enjoyment and education of present and future generations.

Statewide Issue F: Need for Recreational Planning and Assistance

Goal: Provide an opportunity for outdoor recreation providers from all levels (private to federal) to participate in regional recreation planning forums in an effort to increase communication and cooperation between recreation providers within each of the 11 SCORP planning regions.

If approved, the Oakridge-Westfir Community Trails Plan will be incorporated into the forthcoming revision of the City of Oakridge Comprehensive Plan.

¹ Oregon Parks and Recreation Department. Statewide Comprehensive Outdoor Recreation Plan. January 2003. <http://www.oregon.gov/OPRD/PLANS/SCORP.shtml>. (March 3, 2007)

Planning Process

The City of Oakridge initiated the Oakridge-Westfir Trails Project in 2004 after receiving a grant from the National Park Service Rivers, Trails and Conservation Assistance Program. The grant funded two years of technical assistance towards the development of a community trails plan. The Oakridge-Westfir Area Chamber of Commerce led the project, and working together with the National Park Service Rivers Trails and Conservation Assistance Program, developed a Trails Committee to guide the planning process.

Purpose

Trails and outdoor recreation are important assets to the citizens of our community. Both attract and keep many people here and thus play a major role in our local economy. The City of Oakridge realizes this and decided it was time to write a trails plan in partnership with community members from Oakridge, Westfir, the U.S. Forest Service, and local trail user groups. With the increase in use of area trails and an increase in publicity for such local events, such as the Cascade Cream Puff, Mt Bike Oregon, Where's Waldo 100K Trail Run, Sunsweet Trail Running Festival and the 24 Hour Adventure Race, the City decided that a coordinated trails plan was needed. The Oakridge Westfir Area Chamber of Commerce, at the request of the City of Oakridge, took the lead on this project because of the economic benefit trails have to the community. The City of Oakridge will also use the final approved Trail Plan as a component of the revised comprehensive plan.

The completed Trails Plan will be available as a tool to inform the public, and it will also be used to help acquire funding and grants for trail and related economic development projects. The goals described in this plan seek to benefit all citizens of the Oakridge-Westfir area and will also make this area a regional destination for outdoor recreation. While there are many amazing trails in the area, there is a need to interconnect these trails and to build convenient and attractive meeting places at key trail junctions. These meeting places would act as gateways between the community and the adjacent forests. This plan outlines the steps the community has taken thus far and is developing a comprehensive vision for a community trails network.

Steps in the Trails Plan Process

With guidance from the National Park Service, the Trails Committee developed a work plan based on the steps listed below. The vision and goals that the Trails Committee established during the first step served to guide the remainder of the process.

1. Adopt community vision and goals for trail system
2. Inventory existing trails and trails data
3. Make recommendations for old and new trails
4. Put out draft plan; get endorsements from key trail partners
5. Revise draft plan; establish project priorities
6. Seek endorsements from community officials, and other stakeholders.
7. Publish final plan

Vision

A trail network that connects Oakridge-Westfir area communities, regional parks and open space to trails and recreation opportunities on the Willamette National Forest.

Goals

- Develop a community trails plan
- Involve key trail partners, land managers, and the community in the planning process and in developing the trails.
- Improve connections within communities, such as between city parks, ball fields, schools, community centers, government buildings, etc.
- Increase recreational opportunities for families of all physical abilities
- Promote economic development opportunities including tourism
- Improve health and fitness of our citizens
- Provide non-motorized transportation options for Oakridge-Westfir area residents

Community Involvement

Community involvement in the trail planning process was and continues to be essential to ensure that the Trails Plan meets the needs of current and future residents. Citizens provided input as the plan developed at regular, public Trails Committee meetings. In addition the Trails Committee developed and distributed a survey, a brochure, conducted two open house events, and solicited input from community representatives and local trail user groups.

The Trails Committee

The Trails Committee was established through the leadership of the Oakridge-Westfir Area Chamber of Commerce. The purpose of the committee was to provide guidance to the planning process and represent the diverse interests of the community in forming the vision, goals and concepts described in this plan. Anyone in the community was and is welcome to be a committee member. Membership is voluntary. In addition to attending regular public meetings, Trails Committee members worked together to do community outreach, research and writing for this plan.

Open Houses

The first community open house was in the Spring of 2006 at the Greenwaters Community Building. The Trails Committee used this event to educate community members about the ongoing planning process, collect feedback on the draft plan vision and goals, and generate ideas from the community about improvements to the current trail network. Attendees were enthusiastic and supportive of the planning process. They also contributed many ideas about additional routes in the adjacent national forest and expressed an interest in creating a safe, convenient non-motorized route to connect Westfir and Oakridge.

A second open house in the Fall of 2006 was intended to collect feedback on the concepts that the Trails Committee developed over the summer based on feedback from the first open house and the survey results. This event generated strong interest among community members. Some attendees expressed concerns about the effects of trail developments on the neighborhood character and individual property own-

ers. The open house was an opportunity to resolve some misunderstandings about the locations of some proposed trails that raised these concerns.

Trails Survey

In order to design a trail network that would meet the needs of the greatest number of citizens, the Trails Committee drew up and distributed a survey. This survey allowed respondents to submit their ideas for improving local trails and included questions about destinations, uses, and preferred features. The Trails Committee received a total of 96 completed questionnaires. Although the results may reflect the interests of a small subset of the total population, they do provide some insights. An overview of survey responses indicates that the trails system needs to accommodate a wide variety of activities. All of the different users - children, seniors, single people and families - have different wants and needs. The finished Trails Plan will attempt to satisfy the broadest possible number of users.

The survey results are summarized in Appendix B, some of the key findings are:

- ❖ Walking (including hiking) and bicycling were the most common activities that respondents said they would participate in. A few activities were indicated as inappropriate for the trails system according to the respondents; these included: roller blading, skate boarding and riding scooters. (Appendix B. Figures 1,2).
- ❖ A majority of the respondents also said that their primary purpose for using the trails system would be to access National Forest recreation trails from their homes. The next most common response was to access locations in Oakridge (Figure 3 Appendix B).
- ❖ Hiking was the most popular 1st choice activity reported both by locals and non-locals. Mountain biking was the second most popular activity (Figure 4 Appendix B.)
- ❖ When asked about what features they would like to see incorporated into the trail system, most respondents indicated a need for trail signs, benches and dirt trails. Figures 5, 6 and 7 in Appendix B show preferences for trail surface, features and trailhead amenities.

**Oakridge-Westfir
Community Trails Project**

Vision

A trail network that connects the communities of Oakridge and Westfir, regional parks and open space and the south bank of the Willamette River to trails and recreation oppor-



Who We Are

The Oakridge-Westfir Community Trails Project Committee is composed of members of the community representing diverse interests who share a common vision to identify a system of safe pathways for travel and recreation. The following groups, government agencies and organizations are involved:

- Oakridge-Westfir Area Chamber of Commerce
- City of Oakridge
- City of Westfir
- United States Forest Service
- Northwest Youth Corps
- Kiwanis Club
- Middle Fork of the Willamette Watershed Council
- Lane Council of Governments



Oakridge Then...

In the fall of 1926 the big news in transportation was the completion of the Cascade line by Southern Pacific which became the primary rail line between Oregon and California.



Oakridge Now...

Today the sound of passing trains is still familiar, but the news in transportation is focused on developing a community with a variety of transportation options available to all, including cyclists, walkers, joggers and commuters.



**Oakridge-Westfir
Community
Trails Project**




The Trails Committee produced and distributed a tri-fold brochure to publicize the project.

Background and History

Travel routes have been a consistent theme in the history of the Oakridge area. The establishment and growth of the town was closely tied to the construction of the railroad. Even earlier than that, a pioneer route across the Cascades brought people from the Oregon Trail through the Upper Willamette drainage, through the present location of Oakridge on their way to the Willamette Valley. Today Highway 58 plays a prominent role in the economic vitality of the community and in many ways defines and constrains the development of the town.

Although the Oakridge area was a winter camp for members of the indigenous Molalla tribe, permanent settlement didn't occur until the 1860's. However, seven years prior, a group of pioneers seeking an alternate route to the Willamette Valley struggled over the Cascades near Diamond Peak and down along the Middle Fork of the Willamette River. The wagon train had anticipated encountering a newly-constructed emigrant road, but when they only found virgin timber and an approaching winter, they abandoned many of their 200 wagons and possessions in an effort to reach the valley. A rescue party was dispatched from Eugene and the 1,000 plus members of the "Lost Wagon Train" passed through the area that would become Oakridge on their way to a new life.

The first permanent white settlers inhabited the area in 1860 followed by others who were involved in the construction of the Oregon Central Military Wagon Road which was completed in 1865. This route, also known as Rigdon Road, once linked Oakridge to Fort Boise, Idaho.

In 1909 the Southern Pacific Railroad Company began construction of the Cascade Line. Completed in 1926, the railroad provided transportation for passengers and freight between Portland and San Francisco. In 1943 there were 14 scheduled trains stopping in Oakridge each day, seven going north and seven headed south. Passengers from Oakridge could even take a train up to Diamond Creek, spend the afternoon hiking to Salt Creek Falls, and then return home on the next train.

Today visitors to Salt Creek Falls and the many other recreational sites along the Cascade crest travel by car on Highway 58. Completed in the 1930's, Highway 58 serves as an east-west connector to the Interstate 5 and Highway 97 corridors that run in parallel on either side of the Cascades.

The economy of the Oakridge-Westfir community was dominated by the timber industry from the late 1920's to the mid 1980's. The Western Lumber Company built a sawmill in Westfir in 1925. The Pope and Talbot mill was built at the eastern edge of Oakridge in the 1940's. These two mills employed over 1,000 people until their closure in the late 70's and mid 80's respectively. Since the decline of the timber industry, economic activity has shifted away from downtown Oakridge and is now centered along Highway 58. Today Highway 58 physically divides the town. With four lanes of opposing traffic and a center turn lane it is a daunting obstacle to pedestrians and bicyclists to cross. There are few sections of sidewalks along its length, and it is visually wide open, making it uninviting to pedestrians.



Downtown Oakridge in the early 1900's. Photo: Oakridge Museum



Photo: Tom Dill Collection, from the SP Railroad Company

Economic Development

The economic vitality of the communities of Oakridge and Westfir has been closely linked to the timber industry. Increases in automation, a competitive world lumber market, and the inability of the Forest Service to guarantee a steady supply of timber forced the closure of many mills throughout the Pacific Northwest. The population of Oakridge peaked at 4,085 in 1977 but declined by nearly 25% during the following decade. In 1979 the Hines mill in Westfir was destroyed by fire and never reconstructed. The Pope and Talbot Company liquidated its timber inventory and abandoned the Oakridge mill in the mid 1980's. During the past twenty years the populations of Westfir and Oakridge have increased to 330 and 3,700 respectively, for a combined total of 4,030. However, the ratio of jobs to population remains low.



The Office covered bridge, Westfir, OR. Photo: Oakridge Museum

In an effort to attract economic development, the City of Oakridge acquired the former Pope and Talbot mill site and converted it to an industrial park. The City is also looking toward tourism, recreation and the associated retail business to diversify its economic base. Situated in the foothills of the Cascade Mountains, Oakridge is a gateway to recreation opportunities including hiking, hunting, boating, fishing, mountain biking, horse-back riding, and skiing. During the winter Willamette Pass attracts hundreds of visitors each week from the Eugene/Springfield metropolitan area who pass through Oakridge on Highway 58.

The City of Oakridge has been successful at attracting recreationalists to the area by capitalizing on the growing popularity of mountain biking. The National Forests surrounding Oakridge offer a multitude of diverse trails and the area has developed a reputation as a regional destination among enthusiasts. Event organizers working in cooperation with the Willamette National Forest have been successful at bringing tourists to the area. The annual Oakridge Fat Tire festival continues to draw a diverse crowd to participate in the event. Similarly the Cascade Cream Puff, a 100-mile ultra-endurance event, brings in visitors from around the nation. Most recently, Mt. Bike Oregon is in its 2nd year of offering non-competitive guided rides mixed with music and other entertainment spread over a week during the late summer.

A comparative survey of mountain bike destinations conducted by the Community Planning Workshop at the University of Oregon identified three key factors in promoting successful mountain biking destinations.²

- 1.) *Communities that provide visitors with essential services like food, lodging, gas, bike shops, and other tourism services and amenities.*
- 2.) *A variety of established outdoor attractions and recreation opportunities that draw visitors to the area*
- 3.) *Accessible trail systems that offer diverse riding opportunities*

² Community Planning Workshop. University of Oregon. Coos County Mountain Bike Destination Planning Assessment. October 1997.

The Oakridge-Westfir Area has both 1 and 2. This plan addresses number 3. Connecting downtown to the area's trails will make them more accessible to visitors. Increasing the diversity of trails to include beginner and intermediate trails will draw a more diverse section of the population to recreate in the area, including families.

Benefits of Non- Motorized Trails

Non-motorized trails benefit communities in many ways. Far from being just connections between locations, trails and pathways facilitate social interactions that lead to real benefits for individuals and their communities. The following section describes some of those benefits and supporting research. This summary was originally prepared by Terry Bergerson, Oregon Parks & Recreation Department and has been adapted by the Trails Committee to summarize the many benefits that a comprehensive trail network can bring to the communities of Oakridge and Westfir.

Economic Benefits

Money spent in communities by trail users

Across Oregon, non-motorized recreational trails are stimulating tourism and recreation-related spending. Local trail users, vacationers and conference attendees provide direct economic benefits to hotels, restaurants and other businesses from increases in tourist activity and increased spending on durable goods such as bikes or skates and soft goods such as gasoline, food, and drinks. This, in turn, attracts and revitalizes businesses, creates jobs, and increases public revenue.

Evidence from economic studies includes:

A study conducted by the National Park Service Rivers, Trails and Conservation Assistance Program³ examined the economic impact of three rail-trails from May 1990 to February 1991. The trails included two suburban/rural trails—the Heritage Trail in Iowa and the St. Marks Trail in Florida, and an urban trail—the Lafayette/Moraga Trail in California. Estimates for average user expenditures and total economic activity resulting from trail use are included in Table 1.

Table 1. Rail-trail economic contribution estimates.

Trail Type - Name/State	Trail Length	Average User Expenditures	Annual Economic Contribution
Suburban/Rural - Heritage Trail (IA)	26 mi.	\$9.21	\$1.2 million
Suburban/Rural - St. Marks Trail (FL)	16 mi.	\$11.02	\$1.9 million
Urban Trail - Lafayette/Moraga (CA)	7.6 mi.	\$3.97	\$1.5 million

The more rural trails had average expenditures significantly larger than the urban trail (but the urban trail had significantly more users). The study found that auto-related expenditures were the largest trip-related expenditures, and visitors staying at least one night in the area generated the largest average expenditures. Trail-related equipment, such as bicycles and skates, represented the single largest source of expenditures for all three trails.

Impacts on property values and ability to sell

People owning property bordering a proposed trail sometimes are concerned that developing a trail will lower their property values. However, a rather substantial body of research from across the U.S. demon-

³ National Park Service Rivers, Trails and Conservation Assistance Program. *The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners From Three Trails.* (1992).

strates that proximity to trails and open space has very little impact on the value of property. In many cases, trails often increase the value of residential property and the ability to sell a property. In a survey sponsored by the National Association of Home Builders recent home buyers 55 years and older were asked to identify amenities that would seriously influence their decision to purchase a home. According to study results, walking and jogging trails are the most desirable amenity, with roughly half of active adults and older seniors (52%) saying the presence of trails would seriously influence the home-buying decision. This number increases substantially with annual incomes greater than \$75,000 (65%). Outdoor spaces (especially parks) were second on the list at 51%, followed by public transportation at 46%.

A study of property values in Eugene, Oregon, examined the effects of the South Ridgeline Trail on the property values of nearby homes. The study found that distance to the nearest trailhead was strongly significant in the sale price of a home. The study concluded that the value of a home increased \$6.77 for every foot of decrease in this distance.

Attracting businesses

Many communities want to attract new, expanding, or relocating businesses to their area in order to increase their employment and tax bases. The importance of "quality of life" is increasingly cited as a major factor in corporate and business location decisions. As an amenity that plays an important role in increasing a community's "quality of life", trails are becoming more and more attractive to businesses and their employees.

A survey of 71 economists rated factors for Arizona's attractiveness as a place to live, work, vacation, retire, and locate future plants and corporate headquarters. The strongest factors contributing to Arizona's positive image were climate, job opportunities, and open space including abundant outdoor recreation opportunities. Seventy firms relocated or expanded their businesses in Arizona, creating 27,800 jobs and \$970 million in indirect salaries and wages. Chief executive officers of these firms said they chose Arizona for its "outdoor lifestyle and recreation opportunities."

Proximity to trails and reduction of crime rate

People owning property bordering a proposed trail often are concerned that developing a trail will increase crimes such as muggings, assault, rape, trespass, burglary and vandalism. However, studies from across the U.S. consistently report no increase in crimes against people or against property that can be attributed to a specific trail, and that support by property owners for trails generally increases over time. Research findings include:

A 1987 study of the Burke-Gilman Trail in Seattle reported that homes bordering the trail actually had lower rates of burglary and vandalism than the neighborhood average.

Health and Fitness Benefits

Trail activities such as walking, jogging or running, in-line skating, cross-country skiing, and bicycling are well documented to help improve health and fitness when done on a regular basis. Physical activity need not be unduly strenuous for an individual to reap significant health benefits. Even small increases in light to moderate activity, equivalent to walking for about 30 minutes a day, will produce measurable benefits among those who are least active. This health benefit accrues to the individual and, in the form of reduced health-care costs, to society as well.

Exercise derived from trail-related activities lessens health related problems and subsequent health care costs. Regular, moderate exercise has been proven to reduce the risk of developing coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression. This kind of exercise is also known to protect against injury and disability because it builds muscular strength and flexibility, which helps to maintain functional independence in later years of life.

The Oregon Outdoor Recreation Survey was conducted over a one-year period from February 2001 to January 2002 by Oregon State University's (OSU) College of Forestry as a part of Oregon Parks & Recreation's Statewide Comprehensive Outdoor Recreation planning effort. The findings of the Oregon Outdoor Recreation Survey identified that the most popular everyday activities in Oregon are running and walking for exercise and walking for pleasure. According to the OSU report, these activities are generally engaged in near home, and on a regular basis. These findings help to make the case that neighborhood trails are essential in providing all Oregonians with a means to realize the health and fitness benefits associated with daily exercise.



Walkable environments encourage social interaction. Photo: Pedestrian and Bicycle Information Center.

Social Benefits

Trail projects help build partnerships among private companies, landowners neighboring municipalities, local government, and advocacy groups. Each trail contains elements of local character and regional influence, and reflects the hard work, enthusiasm, and commitment of individuals, organizations, elected officials, and agencies. All are able to take pride in having worked together to successfully complete a trail project. In addition, when residents are encouraged to become involved in a trail project, they feel more connected to the community.



On the Middle Fork Trail. Photo: Jay Stillions.

Educational Benefits

Trails present a unique opportunity for education. People of all ages can learn more about nature, culture or history along trails. Of particular importance, trails provide firsthand experiences that educate citizens about the importance of the natural environment and respect for nature. This education can be accomplished using comprehensive trail guides, signage, public outreach, and informative classes to encourage awareness of the natural, cultural, and historical attributes of the trail.



Interpretive Trail at the Fish Hatchery. Photo: R. Ojerio.

Recreation Benefits

Linear corridors offer several benefits over traditional park facilities. These benefits include providing greater perimeter area, multiple visitor experiences, increased access, and lower acquisition and development costs. Many trails have multiple recreation benefits such as providing access to fishing, vista points for photography, picnic areas for socializing, and camping areas. They also provide access to areas for enjoying solitude, observing wildlife and experiencing the natural environment. Finally, multiple-use trails serve a wide range of recreationists including bicyclists, walkers, joggers, equestrians, in-line skaters, wheel chair users, hikers, bird-watchers, parents with strollers, picnickers, and people who just want to sit in the sunshine.

Preserving Our History and Culture

Trails have the power to connect us to our heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events, such as Native American trails, the Lewis and Clark expedition, westward migration along the Oregon Trail and the Free Emigrant Road, and accessing other historic sites throughout the state.

Concepts and Definitions

Diversity

Trails survey respondents and open house attendees represented a broad spectrum of interests and abilities reflective of the community at large. This plan seeks to provide safe and efficient pathways for transportation, exercise and recreation – from school children going to the library, a family out for a stroll, to tourists seeking access to the mountains and forests. To meet the needs of a diverse community, the trails network envisioned in this plan is also diverse. The concepts for new pathways and trails described in this plan will compliment existing facilities by expanding the range of opportunities to serve youth, families and the elderly; also the daily commuter and the adventure-seeker.

In addition to creating a network within the community that is efficient and practical for non-motorized modes of transportation, this plan attempts to develop a range of opportunities for circular routes or loops. Additional connector trails envisioned in this plan create loops ranging from a short afternoon stroll around the industrial park to an all-day hike in the adjacent mountains.

Universal Design

The Trails Plan seeks to address the needs of all citizens and visitors to the Oakridge-Westfir area. The Trail Committee endorses the concept of universal design in plans to upgrade and develop new trails and pathways. Universal design principles seek to make improve the lives of a broad spectrum of people, not just those with disabilities. These principles are particularly important to include in the design of routes in-town where community members spend most of their time and where visitors develop their first impressions. Accessibility benefits everyone, and indicates the community is welcoming. Paved or hardened trails, with suitable grades and widths, linked to facilities such as restrooms, parking, and picnic areas with accessible features, benefit people who use wheelchairs, people on crutches, elderly people with diminished mobility, and people with kids in strollers.

Connections

The conceptual model for the Trails Plan layout is based on an idea of an in-town network of trails within the community that is linked to a periphery–or edge-of-town–system of trails that extends into the natural areas surrounding Oakridge and Westfir. These trail categories describe general guidelines for the types of trails and pathways that would be found throughout the trail system. This trail system would provide connections from residential areas to commercial centers, public facilities, and a diversity of recreational opportunities on adjacent U.S. Forest Service lands.

The in-town network is a system of routes that link key parts of the community. These in-town paths connect to other paths become nodes or Gateways. These Gateways then become the crossroads in the community and are formed around parks and open space. The Gateways are trailheads in or on the edge of the community that tie the in-town network to periphery or edge-of-town trails. These edge-of-town trails would serve as connections between points in the community and the surrounding forests. The Oakridge-Westfir community is surrounded by the Willamette National Forest, which provides many miles of forest trails in the vicinity of Oakridge and Westfir. This network of forest trails radiate like spokes from the community and as these spokes draw near, connections can be made between them at the edge of the community in the Gateways but also a network of Major Trailheads just outside of the community. These Major Trailheads, like Gateways, would be a natural gathering point for trails, users, amenities and information.

Figure 1. Community trail system conceptual model.

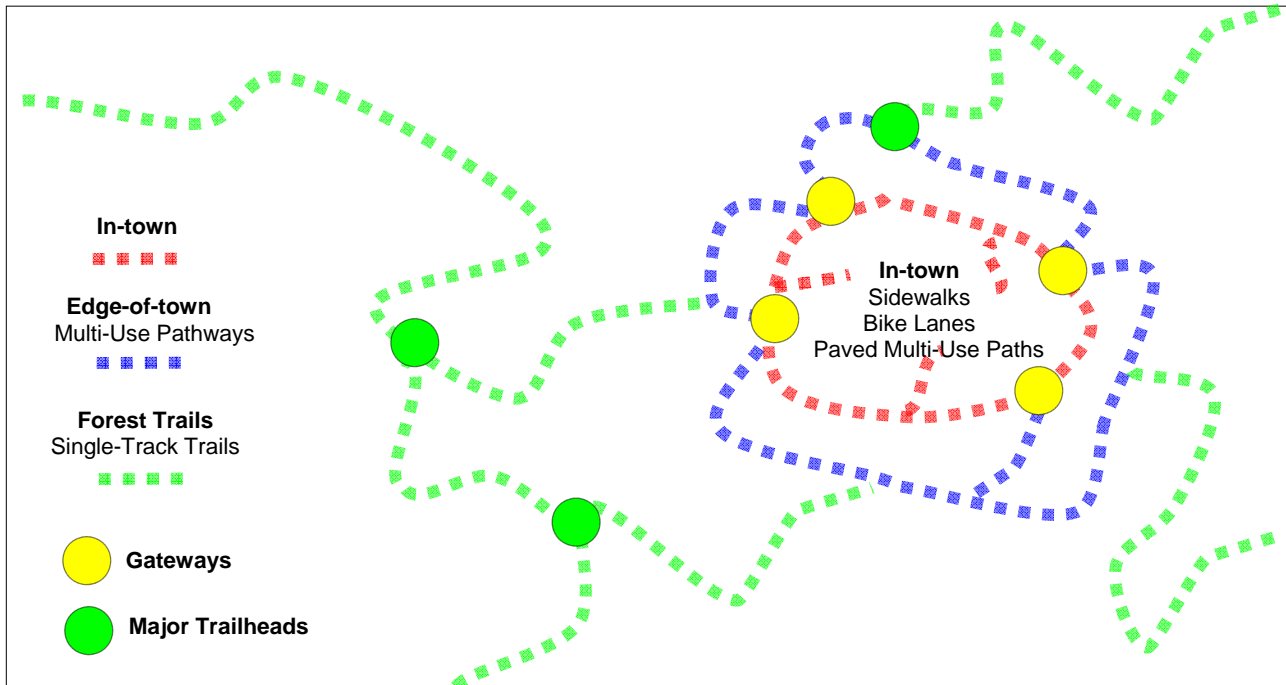


Table 2. Trail Categories in the Oakridge-Westfir Community Trails Plan.

Trail Category	Description
In-town	Routes that link points within the community such as parks, neighborhoods, commercial centers and schools. These routes could include sidewalks, bike lanes, or multi-use pathways.
Edge-of-town	Routes that are generally at the periphery of the urbanized area. Trails in this category connect the community to recreation opportunities on the Willamette National Forest and connect the communities of Oakridge and Westfir. These routes would be multi-use paths of compacted gravel or bark mulch.
Forest Trails	Forest Trails are routes in the Willamette National Forest that provide a natural experience and variety of levels of physical challenge. These trails are typically a single-track type. They are compacted dirt and can vary from flat to steeper grades.

Trail Types

Different types of trails can provide appropriate surfaces and routes for different trail activities. Some of the trail types can be designed to accommodate multiple activities, such as walking, biking, and horseback riding. Whereas some types are better for routes in-town, others are more suitable for edge-of-town routes or forest trails. This section is a brief introduction to the range of trail types that would be found in the community trails system.

Bike Lanes

Bike lanes provide a safe corridor for cyclists to travel on roads that are frequented by cars. Bikes lanes are usually paved and striped to show the area of the road reserved for their use.

Sidewalks

Concrete sidewalks offer a durable surface for heavy pedestrian traffic and a separation from cars and bicyclists. Landscaping and vegetation in the buffer zone between the sidewalk and roadway make for a more appealing and safe walking environment.

Bike Routes

Bike routes are designated roadways that can comfortably and safely accommodate bicycles where traffic volume and speeds are low. Signs and sometimes pavement markings are used to identify bike routes.

Multiple-Use Pathways

These pathways can accommodate different kinds of uses, such as walking and biking. They are often off-street, separating the motorists from the trail users. The pathway surface can be asphalt, concrete, compact gravel, or bark mulch, depending on the amount of traffic and types of uses.

Single-Track Trails

Single-track trails are narrow in width, typically 18-24,” and can vary in grade from flat to steep. They are also variable in surface from smooth to uneven and rocky. Single-track trails offer different levels of physical and technical challenge to walkers, hikers, runners, mountain bikers and equestrians while also accessing natural areas with aesthetic and/or educational value.

Trail Amenities

Trail amenities serve many purposes that enhance the trail users experience from offering educational opportunities to increasing safety and comfort. Some features that could be included along sections of trails in the in-town area include: benches, drinking fountains, lights, ramps at curbs, directional signs and possibly interpretive sign displays. Landscaping, including native plants or fencing should also be considered along the trail edges to minimize impacts on adjacent landowners.

Gateways and Major Trailheads

Just as Oakridge is a gateway community to the Cascade Mountains, key locations at the edge-of-town are gateways to their own universe of recreational opportunities. Gateways take the idea of trail-



Bike lane and sidewalk. Photo: Pedestrian and Bicycle Information Center.



A paved multi-use pathway striped for two-way traffic. Photo: Pedestrian and Bicycle Information Center.



Multi-Use pathway with a natural surface. Photo: Pedestrian and Bicycle Information Center.



Riding on the Alpine Trail, Oakridge, OR. Photo: R. Ojerio

heads a few steps further. They provide a place for people to learn about the area they are about to enter, view a map, maybe get a drink of water and fill up water bottles. They are also a usable reference point for people to meet or to park their cars while using the trail system.

Some amenities that would be found at Gateways are: Historical/interpretive signs, maps, a drinking fountain, parking, garbage cans and benches. They could eventually be expanded to include: restrooms, picnic facilities and wash stations for bicycles and trail users to clean off poison oak oils and minimize weed seed dispersal.

Similar to Gateways, Major Trailheads would be natural gathering points for trail users. They could also serve as staging areas for community volunteer work parties. These Major Trailheads would be located just beyond the communities of Oakridge and Westfir and have multiple trail opportunities leading from them. These Major Trailheads would offer more amenities than other forest trailheads. Like Gateways, these amenities could include: historical/interpretive signs, maps, a drinking fountain, parking, garbage cans and benches. They could also include amenities for specific user groups like equestrian staging areas.



Volunteers from the Disciples of Dirt assemble at a local restaurant for a day of trail work. Photo: R. Ojerio

Community Trails Network Plan Area

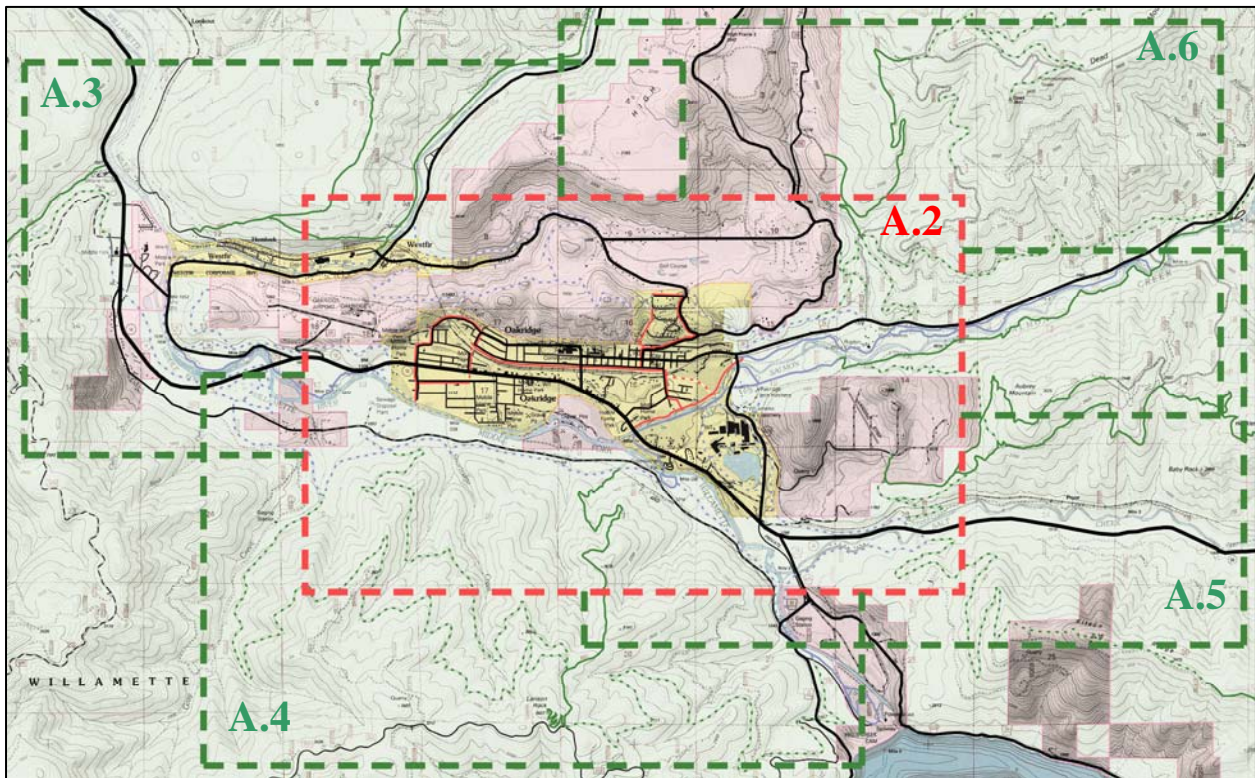
One of first steps in the trail planning process was to inventory the existing resources within the plan area. The Trails Committee defined the scope of the Trails Plan to include points of interest that could be reached by non-motorized means from the communities of Oakridge and Westfir. The map below shows the extent of the Plan’s scope which extends in an approximately three-mile radius from the center of Oakridge. These points of interest include a variety of destinations, from schools and public parks to sites with aesthetic, recreational or educational value. In additions to points of interest, existing trails and travel corridors were inventoried. (Appendix C.)

For convenience in producing maps, the scope of the plan was divided into several smaller areas of study. The first area is focused on Oakridge and the ridge dividing Westfir from Oakridge. The other four areas highlight existing trails and ideas for additions to the trail system on adjacent National Forest lands.

Appendices - Maps

<i>A.1</i>	<i>Overview Map</i>	<i>Page 35</i>
<i>A.2</i>	<i>Oakridge Area Map</i>	<i>Page 36</i>
<i>A.3</i>	<i>Northwest – Westfir Area</i>	<i>Page 37</i>
<i>A.4</i>	<i>South – Larison Ridge Area</i>	<i>Page 38</i>
<i>A.5</i>	<i>East – Aubrey Mountain Area</i>	<i>Page 39</i>
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Figure 2. Plan area map showing five study areas.



Gateways and Major Trailhead Sites

This section describes existing sites that could be enhanced by additional amenities and/or improved connection to the trail system.

Gateways

Westfir Covered Bridge Scenic Byway Portal- Map Icon: A

The City of Westfir, in partnership with the Federal Highway Administration, recently developed this site as scenic byway visitor portal. With the recent improvements funded by National Scenic Byway grants, this site is the model of a Gateway. Complete with ample parking, accessible restroom facilities, potable water, picnic tables, information signs, garbage collection and landscaping this site has become a popular meeting area, picnic spot and even an event staging area for the Cascade Cream Puff 100 mountain bike race. Although this site is a model for what a Gateway could be, it could be improved with better connections to trails within the community, making it more accessible.



Westfir Covered Bridge Scenic Byway Portal. Photo: R. Ojerio

Salmon Creek-Map Icon: B

Currently this site is simply a small gravel parking area near the railroad tracks at the intersection of Salmon Creek Rd (FS 24) and Hatchery Rd. Located at the eastern edge of Oakridge, this site could be linked to proposed in-town, edge-of-town and forest trails routes. Developing this site as a Gateway would make it an ideal meeting point for people to access the Dead Mt. Area, Salmon Creek Falls or connect to the Eugene-to-Pacific Crest Trail. Alternatively, the nearby Fish Hatchery could serve as a Gateway site.



Westfir Covered Bridge Scenic Byway Portal - Information Kiosk with a map of the area's scenic byways. Photo: R. Ojerio

Greenwaters Park- Map Icon: C

Like the Westfir Covered Bridge site, this park has all the amenities of a Gateway, plus tennis courts, a playground and community meeting center. Crossing the Middle Fork of the Willamette on the Jim Tharp

Memorial Footbridge takes visitors to the edge of National Forest Property and the potential to expand the number of recreation opportunities. Improvements could be made by a "Trails Information Area" that should be part of all Gateways and Major Trailheads.

Osprey Park- Map Icon: D

This park is a diamond in the rough (not to be confused with Diamond Park). Located along the Middle Fork of the Willamette this site could become a focal point for the community and link to future recreation opportunities on the south side of the river. Adding a bridge and creating a trail network on the opposite side would create a loop to Greenwaters Park.



Jim Tharp Memorial Footbridge at Greenwaters Park. Photo: R. Ojerio

Diamond Park- Map Icon: E

This site is not situated at the edge of the community as the other gateways, but it deserves mention here as an important focal point in the community trail system. Diamond Park is centrally located relative to the other Gateways and would be an intersection for proposed in-town routes.

This park could also have a focus on fitness in the community with workout stations much like the Warrior Fitness Trail had when Rigdon Ranger Station was located there. This is a logical location to place a pedestrian railroad crossing between Commercial Street and Union Street. This area has been used as an illegal crossing of the railroad by pedestrians, especially youth. The longer, safe route along West Second Street over the railroad tunnel adds over one half mile with over 100 feet of elevation gain. To build a pedestrian railroad crossing, a cooperative effort would need to be made between the City of Oakridge, the State of Oregon Rails Division and Union Pacific Railroad.



Diamond Park, Oakridge, OR. Photo: R. Ojerio

Major Trailheads

Flat Creek Trailhead – Map Icon: F

This is a proposed Major Trailhead that would be at the old log scale pullout on Salmon Creek Road or the junction of Salmon Creek Road (FS 24) Flat Creek Road (FS 2404). This area could connect to a Flat Creek Trail Extension and to the Warrior Fitness Trail. This area is also an ideal location for a local downhill mountain bike area by developing routes to ascend and multiple routes back to the trailhead to serve people with a range of skill levels.

Larison Rock Trailhead- Map Icon: G

This trailhead currently has a paved parking lot near to summit of Larison Rock. The Trails Committee has identified the Larison Ridge area as an ideal location for future trail additions that would be accessible to residents and visitors from their doorstep or hotel room. These new trails would connect to this trailhead and offer opportunities for all abilities of trail users making this a logical focal point for future trailhead improvements.

Middle Fork Ranger District Office- Map Icon: H

The Middle Fork Ranger District Office is one of the most visible locations in the area for information about forest and trail recreation. It currently has the potential to be a direct connection to trails on Deception Creek, Middle Fork and connections to Westfir and Oakridge. The Middle Fork Ranger District is a major employer in the community whose employees would benefit from the addition of another transportation option.

Hills Creek Reservoir Trailhead- Map Icon: I

This site is currently being used to access a network of social trails (unofficial and undesignated trails that develop through repeated use) near the Hills Creek Reservoir Ponds. Eventually this site could be a logical place to link together proposed routes that would continue down the Middle Fork River corridor, or up into the Larison Ridge area.

In-town Network

The concept for the in-town network is a system of routes that link schools, parks, shopping areas and other community assets to residential areas. The in-town network would also be connected to edge-of-town trails, which in turn would link to forest trails in the Willamette National Forest.

The in-town network would be primarily made up of sidewalks, bike lanes and multi-use pathways. Since the in-town area has the most traffic and the most diverse group of users, it makes sense to pave most of these trails. Asphalt or concrete surfaces hold up better to everyday use, and they are also more accessible than natural surfaces for wheel-chair users, people with disabilities, and people pushing strollers.

The Oakridge-Westfir Community Trails Plan takes advantage of existing corridors that highlight the area's natural and human history. By following the rivers, neighborhood roads, and railroad, people would have the opportunity to enjoy the natural and cultural history of the area while at the same time avoiding vehicle traffic on major roadways. Each of the proposed corridor paths, provide a convenient route between residential areas on all ends of Oakridge and Westfir.

Highway 58 Corridor

State Highway 58 bisects the community of Oakridge from east to west and poses a significant barrier to non-motorized modes of transportation. In its current configuration the highway lacks facilities for pedestrians and bicyclists making it both unattractive and unsafe. At the same time the Highway has drawn commercial development to a strip through town on either side of the Highway. As the commercial focus of both the communities of Oakridge and Westfir, the Highway 58 corridor is an important destination for community members and visitors as well as a main route through town. Improving the safety and attractiveness of the Highway 58 corridor for non-motorized modes of transportation will address multiple goals that the community has identified as priorities in the Trail Plan. These goals are 1) Improve connectivity 2) Increase transportation options and 3) Increase health and fitness of area citizens. Towards achieving these goals, the Trails Committee has developed a set of recommendations for future facilities improvements to the Highway 58 corridor. The Trails Committee recognizes the need to work with the City, Oregon Department of Transportation, local businesses, and other stakeholders to balance the need for efficient vehicular flow with safe pedestrian and bicycle facilities.



Highway 58 with a view of snowcapped mountains beyond, Oakridge, OR. Photo: Frédéric Wenzel

Highway 58 Recommendations:

- 1.) **Connect West to East** - Provide a non-motorized route efficiently connecting western city limits, eastern city limits, and points between along the Highway 58 corridor.
- 2.) **Sidewalks** – Sidewalks set back from the roadway would provide a safe, accessible pathway for pedestrians to access business on either side of the Highway.
- 3.) **Bicycle Lanes** – Bicycle lanes should be designed for adequate width and separation from pedestrians and motor vehicle traffic.
- 4.) **Bicycle Parking** – Conveniently located, secure bicycle parking facilitates the use of bicycles for short trips in-town and decrease opportunities for theft.

5.) **Crosswalks** – Signed crosswalks with pedestrian refuges should be located at appropriate intervals to promote safe pedestrian and bicyclist crossing behavior.

6.) **Beautification** – The addition of trees, benches, and landscaping along the roadway narrow the visual corridor for motorists and have a traffic calming effect. These amenities also enhance the aesthetic appeal of the community encouraging visitors to stop more often and stay longer.

Please Note: At the publication time of the Trails Plan, the Oakridge Highway 58 Refinement Plan is in process. The Refinement Plan will guide physical renovation of Highway 58 through Oakridge in the next decade. The Refinement Plan is a joint process between the City of Oakridge, the Oregon Department of Transportation, citizens, effected property owners, the trucking industry, and others. Many of the Highway 58 recommendations listed above are similarly addressed in concept and planned action by the Highway 58 Refinement Plan. Therefore, it is important for the Trails Plan to be implemented with this relationship in mind.

Route Descriptions

The following descriptions show how these routes would fit into the trails system and provide some details about proposed improvements. Numbers in parentheses correspond to the route location on the Oakridge area map (Map A.2)

Salmon Creek North Levee Path – (5)

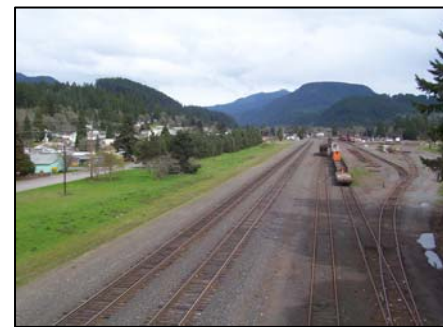
This is an existing trail that gets a number of local walkers and recently had a paved tie to Salmon Creek Park.



Salmon Creek North Levee Path. Photo: R. Ojerio

Commercial Street Path – (1)

This proposed trail would be located next to Commercial Street, within the greenbelt that lies just north of the railroad tracks. It would connect Diamond Park to the Salmon Creek Levee Trail. Where the route parallels Commercial Street, the path would be made of bark mulch or some other permeable surface. The softer, more natural trail surface would make this trail appealing to both walkers and joggers. Bicycles and other wheeled traffic would be routed to a bike lane or bike route on Commercial Street or a sidewalk. This is currently a well used corridor for east-west travel, but bicyclists and pedestrians walk on the edge of the street.



Railroad corridor with greenway strip adjacent to Commercial Street. Photo: R. Ojerio

Osprey Park Connection Path – (3, 4)

Currently, this proposed Gateway is not well connected by sidewalks or paths to the rest of the community. There are multiple possibilities for a connection to Highway 58 and the Commercial Street Path via West Second Street (3) or a railroad crossing on Union Street (4). This would involve a major railroad crossing near Diamond Park and a safe crossing on Highway 58. Many pedestrians, especial youth, currently use these unsafe crossings.

Beech Street Path – (6)

This is one of the few routes in the community with sidewalks on both sides of the street. It also is connected by a newly paved path to the Salmon Creek Levee. This route will connect the Commercial Street

Path to Salmon Creek Park and Salmon Creek Levee. An alternative, off-the-street path would be to use the rail spur from Beach Street to Salmon Creek Levee(s) – (7). This route could directly link the community core with the industrial park and possibly create a pedestrian crossing of Salmon Creek. It may be possible to use the existing rail bed and bridge without removing the rail and preserving it for a possible future tenet of the industrial park. This could be achieved by filling between the rails with compacted crushed gravel and decking on the bridges and structures

Brown's Trail Connection- (8, 9)

This route has two distinctly different alternatives. The first is along Oak Street, Sanford Street and High Leah from Commercial Street. This route is a steep climb / descent through two gates near one of the City of Oakridge's water storage tanks (8). Although this is the most direct route with little to no traffic it would be physically challenging for many in the community to use. The second is a path along Westfir Road (9). This route would be an easier route compared to the Sanford Street / High Leah route but is along a busy, narrow road.

Winfrey Road Path – (10)

This route would connect Westfir from East to West. It would follow along Winfrey Road in the Hemlock neighborhood and any future development to connect to the Westfir Covered Bridge Scenic Byway Portal.

Connecting the Eugene-to-Pacific Crest Trail

The Eugene-to-Pacific Crest Trail (EPCT) is a 108 mile route that connects Eugene to the Pacific Crest Trail near Waldo Lake. Along its length, the EPCT connects the communities of Springfield, Jasper, Dexter, Lowell, Westfir and Oakridge. As well, the trail passes through a myriad of landscapes from Willamette Valley grasslands and upland oak savannas to old-growth Douglas-fir forests and alpine meadows in the Cascade Mountains. The majority of the EPCT is single-track trail on public lands. However, in some sections the route utilizes existing roadways where an off-street trail has not been established.

Currently the EPCT enters Westfir on the Alpine Trail (43) from the north. Then the route continues through Westfir and Oakridge via a combination of an existing Forest Service trail, the Lower Middle Fork Trail (33), and various roadways through town. The single-track portion of the EPCT begins again at the Eugene-To-Crest trailhead (50) at the eastern edge of Oakridge. The proposed routes in this Trails Plan present a few different options for establishing a fully connected EPCT route through the community. These options include 1.) a route along the south bank of the Middle Fork 2.) a multi-use pathway route through Oakridge 3.) or a connection from Westfir to Oakridge over the ridge separating the communities.

The Eugene to Pacific Crest Trail Organization (EPCTO) is a collaborative group of volunteers working together with agency personnel from the U.S. Forest Service, Oregon Parks & Recreation Department and the Army Corps of Engineers. The implementation of this portion of the Trails Plan would be a collaborative effort involving the EPCTO, community members, businesses and local governments.

Edge-of-town Trails

Edge-of-town trails link the in-town network to recreational opportunities outside of the community area. These trails would serve as connections between in-town routes and the surrounding forests and mountains. People living in town, or visitors who are interested in a short walk, jog, or ride could readily access these trails without having to drive to a trailhead. These peripheral multi-use trails would be designed to be wide enough to allow different trail users to pass one another. The trail surface could be paved or unpaved. The Trails Plan recommends new trail routes that would improve connectivity between Westfir and Oakridge, provide a link between the in-town network and recreation areas in the National Forest and offer opportunities for physical exercise closer to residential areas.

Route Descriptions

The following descriptions show how these edge-of-town trails would fit into the trails system and provide some details about proposed improvements. Numbers in parentheses correspond to the route locations on the maps. In many cases the trail proposals listed here call for the addition of existing social trails into a designated trail system. **Social trails** are undesignated and unofficial trails that develop through repeated use.

The Oakridge-Westfir Connector – (11, 12)

This route, also known as Brown’s Trail, could utilize well defined existing social trails and dirt roads along the ridge north of Oakridge outside of the City limits. Much of the land in this area is privately owned. Development of a connector trail would only happen with landowner consent and participation. The northern section needs to be rerouted to a better, safer route – possibly coming in to the eastern edge of Westfir. Currently, it comes down a steep rocky grade near the Westfir post office. There is also a route possibility that could continue down the hill near the tunnel past the electric substations to Diamond Park away from city streets

Lower Middle Fork River Corridor

For the purposes of this plan the Lower Middle Fork River Corridor refers to the area from Hills Creek Reservoir to the confluence of the North Fork and the Middle Fork of the Willamette River. This area includes many designated trails as well as undesignated or social trails. Eventually this network could extend from trail loops under Hills Creek Reservoir to Greenwaters Park loops, then connecting down the Middle Fork of the Willamette River to the Middle Fork Ranger District Office and on to Westfir. Part of this network could also act as an Oakridge-Westfir connector. This route would follow the Middle Fork avoiding the climb over the ridge separating Westfir from Oakridge. Because this trail would be near to the community and follow a flat grade, it would be constructed for heavy use and a wide range of abilities and interests.

Downriver from the Hills Creek Reservoir along the Middle Fork of the Willamette River and adjacent ponds, there is a network of social trails (25) on Army Corps of Engineers lands. There is also an existing trail on the western edge of the “face” of Hills Creek Reservoir. Agreements with Army Corps of Engineers would be needed to place this in the designated trail system.

This network could be connected to the Greenwaters Park trail network. This is a small network of trails (27) along the Middle Fork the Willamette River across the Jim Tharp Memorial Bridge from Greenwaters Park. This area could easily be expanded and include an interpretive element. This trail could continue down stream. A portion of this trail would join Osprey Park to Greenwaters Park and provide a trail that could be accessible to a wide range of people including children and elderly. The grade on this multi-use pathway would be flat to moderate, and the surface would be wide and composed of compacted gravel. This trail could then continue east around private land to tie into the Ferrin Ponds.

Similar to the area below Hills Creek Reservoir, there is an existing network of social trails around Ferrin Ponds and along the levee of the Middle Fork of the Willamette River between Highway 58 and LaDuke Road (FS 5852). An interpretive element to this area could highlight the habitat diversity and many birds that can be found near the ponds and river. This trail could then connect to the Middle Fork Ranger District Office providing local employees another transportation option.

On the north side of the river there is currently a trail system paralleling the river. This is a low-lying trail subject to seasonal flooding. Often re-routed and overgrown with vegetation, it resembles an undesignated fisherman trail and could be improved by constructing a route or relocation. As an alternative to the current trail, a route north of Highway 58 and Westfir/Oakridge Road may be possible to also make a better Oakridge-Westfir connection.

Westfir/Hines Haul Road Trail – (15)

This is a gentle climbing road paralleling Westfir, High Prairie and Salmon Creek Roads. Because this road is closed it makes an excellent traffic-free route. There are three portions of the old Westfir/Hines Haul Road. In portions, agreements with private land owners are needed to place this in the trail system.

Warrior Fitness Trail – (19)

This is a well-used section of trails that has been quite popular and heavily used in the community. (For those familiar with this trail, it is a good example of a typical edge-of-town trail). Some washout and flooding has occurred on the eastern section in recent years. The western section includes sections of spur roads and could be better defined as trail. Excellent and popular loop opportunities exist with the Salmon Creek Trail and Fish Hatchery on the other side of the river.

The Industrial Park Trail Loops and Salmon Creek South Levee Trail – (21)

This trail network would take advantage of the existing trail along the south bank of Salmon Creek atop the levee and would connect to the Greenwaters Park, Fish Hatchery and form a loop around the Industrial Park.

Canal Trail-(23)

This proposed trail runs along an old canal that feed ponds in and near the Industrial Park. A logical corridor already exists for a portion of this trail. It would tie into the Aubrey Mountain and Eugene to Crest trails. Connections to the Highway 58/Salmon Creek bridge could create a crossing of both Highway 58 and Salmon Creek. A portion of this trail might run through private land and agreements with private land owners are needed to place this in the trail system.



Trailside Treasures. Photos: Jay Stillions



Salmon Creek South Levee. Photo: R. Ojerio

Salt Creek Trail Tie – (24)

This proposed trail could connect through a loose network of fisherman trails near the Middle Fork of the Willamette River at Diamond Drive (FS 21) and Hills Creek Road (FS 23), then connect to or parallel Salt Creek Road (FS spur 023), finally extending to the crossing of both Highway 58 and Salmon Creek.

Forest Trails

The Oakridge-Westfir community is surrounded by the Willamette National Forest, which provides many miles of trails in the vicinity of Oakridge and Westfir. However a limited number of trails are accessible from the community without having to drive to a trailhead. In addition, inadequate signage sometimes makes these trailheads difficult to find, and parking at them is often limited.

There are few trails in the Middle Fork Ranger District that have gentle grades, smooth surfaces, and sufficient width to appeal a wide spectrum of trails users including families, elderly or people with physical disabilities. The four areas within the Middle Fork Ranger District proposed in this section describe opportunities that were identified by the Trails Committee to develop forest trails close to the community so that visitors and residents would have a range of recreation options accessible by non-motorized means. Trails concepts and additions proposed in this plan would meet the goals of increasing tourism in the Oakridge-Westfir area by keeping visitors in-town rather than directing them to trailheads 10-15 miles away, appeal to a wide range of visitors, and offer an incentive for visitors to stay longer and come back to experience more. These trails also provide easily accessible opportunities for locals to connect with their environment and engage in physical activity without having to use an automobile.

Opportunities for sustainable future trail development will be determined within the scope of the Forest Service's Trails Master Plan. Economic sustainability and feasibility studies, as well as environmental analysis, will be required steps for all future construction.

The following descriptions are segregated into four different study areas for convenience in cross referencing the maps in Appendix A. These descriptions explain how each existing trail or proposed trail would fit into the trails system. Numbers in parentheses correspond to the route locations on the maps.

Northwest – Westfir Area – Map A.3

Deception Creek Trail-(42)

This is a fairly steep trail that is under-used. It has sweeping views from the top of the butte. There has been tough access to the trail because of the lack of parking at the trailhead. Trail access is currently being built to connect to the Middle Fork Ranger District. This will give better access to this trail and provide a number of amenities to its trailhead. Construction of the reroute to complete the connection is scheduled for the summer of 2007.

North Fork Trail – (45)

This newer trail in the system starts at the Westfir Covered Bridge Scenic Byway Portal and continues upriver along the North Fork of the Middle Fork of the Willamette River. Ongoing construction of this trail has been funded by Recreation Trails Program funding and accomplished through the efforts of local Youth Conservation Crews.



Descending towards Westfir, OR. Photo: R. Ojerio



Bridge on the North Fork Trail. Photo: Middle Fork Trail Crew.

Alpine Trail – (43)

After years of nearly no use, this has become one of the best known mountain biking trails in the Pacific Northwest. Billed as the epic mountain bike trail in the Oakridge-Westfir area, it is home to the Cascade Cream Puff 100 mile mountain bike race. In the mid 1990's a tie trail (44) was rebuilt connecting the Westfir Covered Bridge Scenic Byway Portal to the Alpine Trail.

South-Larison Ridge Area – Map A.4

The forested slopes of Larison Ridge provide an outstanding viewshed to the south of Oakridge across the Middle Fork of the Willamette River. Currently there is one trail, the Larison Rock Trail, which is popular with mountain bikers and hikers. It is a steep, single-track trail that is suitable for intermediate and advanced mountain bikers, but is not recommended for beginner riders.

The Trails Committee recommends adding additional trails to provide a more gradual grade following the contours of the ridge to connect to proposed edge-of-town trails along the river corridor.

Larison Rock Trail - (51, 52)

This is an existing steep trail that gets a lot of downhill mountain bike traffic. This area may be better served by adding a number of trails down this ridge with varying degrees of difficulty. This trail also has a short trail to the summit of Larison Rock. This could benefit from a recreational lookout structure with views and interpretive signs about the area.

Larison Ridge Trail System Expansion – (53, 54, 55)

This area could have a number of trails providing beginning, intermediate, and advanced trails for all users as an alternative to the singular Larison Rock Trail. This system could also include a trail from the Hills Creek Dam area that would be a gentle climb for an ascending route alternative to Larison Rock Road (FS 2102). This would be the easiest grade in the Larison Ridge trails area.

Hills Creek Reservoir Trail – (26)

There is currently a social trail on the western edge of the face of Hills Creek Reservoir that could be rebuilt. This trail could be made as an interpretive opportunity with the Army Corps of Engineers to create an educational opportunity as visitors ascend the face of the reservoir. Agreements with Corps of Engineers are needed to place this in the trail system.

East - Aubrey Mountain Area – Map A.5

Currently the Aubrey Mountain Area has two trails: Aubrey Mountain Trail and the Eugene-to-Crest Trail. The Eugene-to-Crest Trail is part of the Eugene-to-Pacific Crest Trail (EPCT) system. Both trails join as they descend Aubrey Mountain and share a common trailhead near the end of Dunning Road approximately 1.5 miles east of the Industrial Park. The trailhead at Dunning Road lacks parking and adequate signage. The Trails Committee recommends connecting these trails to the Salmon Creek Gateway and/or extending them to connect with the *Proposed Industrial Mill Loops*.

Salmon Creek Trail – (48)

This is a fairly new trail that has great year-around access and has become a great loop when combined with the Warrior Fitness Trail. It also has great connection to the Willamette Fish Hatchery.

Eugene to Crest Trail (50) and Aubrey Mountain Trail- (49)

The Eugene-to-Pacific Crest Trail (EPCT) is an existing trail, part of an extensive trail system that connects Eugene to the Pacific Crest Trail. This portion runs from Dunning Road to the east onto Aubrey Mountain and beyond eventually meeting the PCT near Waldo Lake. The second, Aubrey Mountain Trail is a braid, or off chute of the Eugene to Crest Trail. Both trails tie in and end at a trailhead on Dunning Road.

Aubrey Mountain to Salmon Creek Tie Trail – (64)

This trail could extend the existing Eugene to Crest and Aubrey Mountain trails around the Dunning Road area private land to the Salmon Creek Trail near the train trestle that crosses Salmon Creek. This could eliminate the passage through private land currently used and connect each of these trails to the Salmon Creek Trail. (48) and the Salmon Creek Park Gateway (B). The lower part of this trail would be on an old road bed.



A great view on the Eugene to Crest Trail. Photo: R. Ojerio

Eugene to Crest - Salt Creek Tie Trail – (65, 66)

This short trail could serve to connect the Eugene to Crest, Aubrey Mountain Trail and Canal Trail. Establishing a crossing of both Highway 58 and Salmon Creek to possible trails south of the highway and creek would provide a link between the Aubrey Mountain and Larison Ridge areas. This trail would cross the railroad and agreements with Union Pacific would be needed.

Kitson Ridge Trail – (64)

This could tie the community to the pieces of trail on top of Kitson Ridge. The Kitson Ridge Trail could eventually be a major ridge line trail extending to Wolf Mountain and beyond.

Northeast - Dead Mountain Area Map A.6

This area has three existing trails that are very popular with both locals and visitors. The Warrior Fitness Trail runs along the north bank of Salmon Creek and is generally wide and smooth. On the south side of the creek, the Salmon Creek Trail is narrower and steeper, with more rocks and roots. The Flat Creek Trail descends the southwestern slope of Dead Mountain, ending approximately ½ mile from the old Rigdon Work Center.

The Trails Committee proposes to extend the lower portion of the Flat Creek Trail to make a connection to the Warrior Fitness Trail. Also, the Committee recommends exploring opportunities to add a new single-track trail that would connect the Flat Creek Trail to the eastern end of the Warrior Fitness Trail and Salmon Creek Trail to provide more options for trail loops.

Flat Creek Trail – (46)

This existing trail is a well used and maintained trail that connects Oakridge to the Dead Mountain area. It could be extended on both ends towards Dead Mountain and beyond to the North Fork of the Middle Fork of the Willamette drainage to the north and down to the Salmon Creek drainage and/or up Salmon Creek towards the Salmon Creek Falls.

Flat Creek Trail Extension near Mule Prairie – (61)

This proposed trail would connect the existing trailhead to the proposed Flat Creek Trailhead and the Warrior Fitness Trail. This trail could become a priority if the proposed closing of Flat Creek Road (FS 2404) happens there would be no access to the current trailhead.

Flat Creek Trail South Side Climb Trail – (59)

This short trail could create a loop on the South side of Dead Mountain by tying together two gravel roads from Flat Creek Road (FS 2404) to a Spur off of Dead Mountain Road (FS 1928, 194Spur). This would be a safer climb for mountain bikers who currently use High Prairie Road (FS1928)

Dead Mountain Trail Extension – (57)

This proposed trail would extend the Flat Creek Trail to the top of Dead Mountain. This could benefit from a recreational lookout structure with views and interpretive signs about the area.

Flat Creek Trail Extension to Salmon Creek Falls – (62)

This could give Salmon creek campground a good connection into the trail network by providing loop trail opportunities from the campground.

Salmon Creek Trail Extension – (63)

This trail could extend the existing (Fitness trail and Salmon Creek Trail) and proposed (Flat Creek to Extension to Salmon Creek Campground) upstream on Salmon Creek and/or Black Creek. This trail would start inside the trails plan area and extend outside of the project's scope.

North Fork Trail Connection from Dead Mountain – (58)

This proposed trail could be routed around the upper portion of High Prairie / Private Land and into the North Fork Drainage to the North Fork Trail at about road FS 1912 and/or the top of "The Incline". Although this trail concept extends beyond the intended scope of this plan, it is included here to highlight another opportunity to develop nearby recreation and an additional loop.



Local youth gain valuable job experience in the Youth Conservation Corps Program while building the North Fork Trail. Photo: Middle Fork Trail Crew.

Other Successful Community Trails Projects

The process of developing and implementing community trails plans has proved successful in other communities throughout the U.S. Developing collaborative relationships is one of the benefits that result from the planning process. Often these relationships lead to productive partnerships after the plan is complete, as people work together to turn their plan into reality. Here is a brief look at how some successful trails plans have turned from vision to reality. In each of these case studies, the development of the plan was the first in a series of steps leading to funding opportunities, on-the-ground accomplishments and real benefits for residents in the community.

Sisters Trails Plan

The Sisters Community Trail Plan highlights how a collaborative trail plan can be implemented through the dedicated work of community volunteers.

The Sisters Community Trail Plan was completed in 2003. Since then, they have completed a new trail linking a residential area with the Sisters High School. The next project will be connecting another neighborhood to the school. The Sisters Trail Committee holds regular work parties that engage community volunteers in building, maintaining and signing trails. The Sisters Trail Committee serves as the champion for the Sisters Trails Plan guiding and managing volunteers to achieve the visions goals. The committee is part of the Sisters Organization for Activity and Recreation (SOAR) and works collaboratively with the U.S. Forest Service and area businesses. SOAR was originally a non-profit, but has since been established as a special parks and recreation district that serves the community through a variety of programs that promote health and physical activity⁴. Linking SOAR to the Trails Committee makes sense because it helps promote trail stewardship by engaging the community in healthy activities. A community organization like SOAR offers many partnership opportunities with schools, parent teacher organizations, youth groups and other stakeholder groups interested in healthy recreation.

Moses Lake Community Plan

The Moses Lake plan demonstrates how a community trails plan can be used as a guide to focus grant writing efforts to realize funding opportunities from outside the community.

Moses Lake is a city of approximately 15,000 people located in Central Washington. In 2002 Moses Lake was selected as a pilot city for implementing recommendations outlined in the Washington State Nutrition and Physical Activity Plan. A working group of community leaders proposed the development of a “connected, attractive, and safe path and trail system” as one of its strategies to meet objectives identified in the Washington State Nutrition and Physical Activity Plan⁵.

In 2003 National Park Service staff with the Rivers, Trains and Conservation Assistance Program worked together with members of the community to craft a master trails plan. Similar to the Oakridge-Westfir Trails Committee, the Moses Lake Trails team conducted a community survey and engaged community members in the planning process. The Moses Lake City Council adopted the trails plan as part of the Parks and Recreation Comprehensive Plan and by Grant County as part of the six-year road plan. Since completion the plan has served as a guide and a catalyst for the community of Moses Lake to implement projects resulting in measurable progress towards achieving the plan’s goals.

In 2005 the community won a \$340,000 grant from the Washington Wildlife and Recreation Coalition to construct a 1.2 mile trail that will create a connection between parks, a middle school and shopping dis-

⁴ Sisters Organization for Activities and Recreation Website. http://sistersrecreation.com/Planning__Development/Trails_Plan/ (March 4, 2007)

⁵ Donna B. Johnson and Lynne T. Smith. “Testing the Recommendations of the Washington State Nutrition and Physical Activity Plan: The Moses Lake Case Study”. <http://www.pubmedcentral.nih.gov/articlerender.fcgi?artid=1563950> (April 3, 2007)

trict⁶. The Bicycle Alliance of Washington awarded three grants totaling over \$10,000 to fund efforts to promote safe routes to school for several schools⁷. The Morning Rotary has adopted an existing trail and is engaged in doing habitat restoration and trail maintenance. A local Boy Scout troop partnered with City staff to install pavement markings in 2003 and 2004⁸. In addition to these accomplishments many other projects are in progress as community members work together to build collaborative partnerships and secure grant funding.

Gresham/Fairview Trail Master Plan

The Gresham/Fairview Trail Master Plan highlights how communities, agencies, and landowners can work together collaboratively to create a master trail plan. Often bringing these different stakeholders together and finding “common ground” can be a major challenge to community trails plans.

The goal of the Gresham/Fairview Trail is a 5.2 mile multi-use path to link neighborhoods, schools, parks, employment areas and natural areas. It will also connect to two popular regional trails and public transportation facilities⁹.

During the trails planning process the trail planning team worked with interested citizens, property owners, and city staff to determine the preferred trail route based on accessibility, cost, land ownership, safety and community input. The Gresham/Fairview Trail Master Plan was adopted in 2002 and since then City of Gresham has been awarded grant funding for construction.

The City of Gresham received a grant for \$7,500 from Bikes Belong to leverage SAFTEA-LU money to help construct a portion of the trail¹⁰. They also received an Oregon Department of Transportation Grant for nearly \$1.1 million in 2005¹¹.

⁶ Washington Wildlife and Recreation Coalition Website. http://www.wildliferecreation.org/wwwrp-projects/projects/Heron_Trail___Phase_1_Boardwalk (April 4, 2007)

⁷ Bicycle Alliance of Washington Website. <http://www.bicyclealliance.org/saferoutes/minigrants.php> (April 4, 2007)

⁸ Moses Lakes Trail Planning Status Sheet. 2005. http://www.ci.moses-lake.wa.us/files/documents/Trails_Planning_Status_Sheet.pdf (April 4, 2007)

⁹ Gresham/Fairview Trail Master Plan.

http://www.accessgresham.org/departments/des/parksandrec/GF_masterplan/gresham_fairview_trail.pdf (March 4, 2007)

¹⁰ The Bikes Belong Coalition. <http://www.bikesbelong.org> (March 4, 2007)

¹¹ Mara Stine. “*Trail gets boost with new funds*”. The Gresham Review. December 12, 2006.

http://www.theoutlookonline.com/sustainable/story.php?story_id=116598803349101800 (March 4, 2004)

Plan Implementation

This section discusses steps and considerations necessary when taking the goals of this plan and turning them into reality. This plan provides a framework and guide to connect stakeholders and funding opportunities to work towards implementing their ideas. It is important to acknowledge this is a collaborative process. After all, the purpose of the Trails Plan is to build bridges, not burn them. Therefore, all actions will be the result of input from any and all interested and involved parties including the public, landowners/managers, beneficiaries, the City of Oakridge and others. It is the intent of the Trails Plan to work harmoniously with all involved. For example; trails would only be built with landowner endorsement. It is also important to note that the Trails Plan is long term and incremental. The Trails Plan is the result of a public input and public committee process identifying an ideal vision. While some trails and projects are close at hand, it is realized that the vision cannot be fully realized in the short-term. Some trails and projects are included in anticipation of change over time in our community. Implementation will occur as opportunities are presented. These are the steps that the Trails Committee envisions to implement the plan:

1.) Identify individual goals.

Select the trail or gateway to be built or upgraded. Projects with the lowest cost-to-benefit ratio should be focused on first.

2.) Gain endorsement landowners/managers involved.

Prior to taking on the next implementation steps it is important to gain the support of the landowner/manager. Some landowners/managers in our area include the City of Oakridge, the City of Westfir, Lane County, the State of Oregon, the U.S. Forest Service, Union Pacific and private landowners. For additional information on opportunities for constructive partnerships with landowners see “Getting Involved – A Community Trail Handbook for Landowners”¹².

3.) Gain endorsement of presiding jurisdiction(s).

Find out which part of government makes and upholds the rules governing the project. This includes the City of Oakridge, the City of Westfir, the State of Oregon (including the Oregon Department of Transportation (including the Doornail Division for railroad crossings), Lane County, and the Federal Government (including the U.S. Forest Service and Army Corps of Engineers).

4.) Identify and gain funding source(s).

This includes having a fiduciary partner to manage the money. Funding sources include the City of Oakridge, the City of Westfir, private entities, foundations, the State of Oregon, and the Federal Government. Within the State and Federal Government special attention should be given to the transportation departments and park departments. Please note: it is not the intent of the Trails Plan to put undue burden on our taxpayers, particularly when the public benefit does not justify the public cost.

5.) Identify and gain labor source.










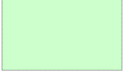



Finally, we get to move some dirt! Groups that can make it happen include the City of Oakridge Public Works, Lane County Public Works, Forest Service trail crews, inmate forest work crews, Northwest Youth Corps, Youth Conservation Corps, Alternative High School, volunteers and other sources.

¹² Greenway Conservancy for the Hudson River Valley and Parks & Trails New York. “Getting Involved – A Community Trail Handbook for Landowners”. September 2002. <http://www.ptny.org/pdfs/greenways/publications/LandownersGuide.pdf>. (March 3, 2007)

Appendix A. Maps

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A.4	<i>South – Larison Ridge Area</i>	<i>Page 39</i>
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Legend

	In-town Pathways		Gateways
	Possible In-town Pathways		Trailheads
	Edge-of-town Trails and Pathways		Land within the UGB
	Possible Future Edge-of-town Routes		Private Land outside the UGB
	Forest Trails		Public Land (Forest Service, State or County or Army Corps of Engineers)
	Possible Future Forest Trails		
	Paved Streets and Highways		
	Gravel Roads		

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Beech Street Path Trail 6
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Flat Creek Trail 46

Flat Creek Trail Extension near Mule Prairie Trail 60

Flat Creek Trail South Side Climb Trail 59

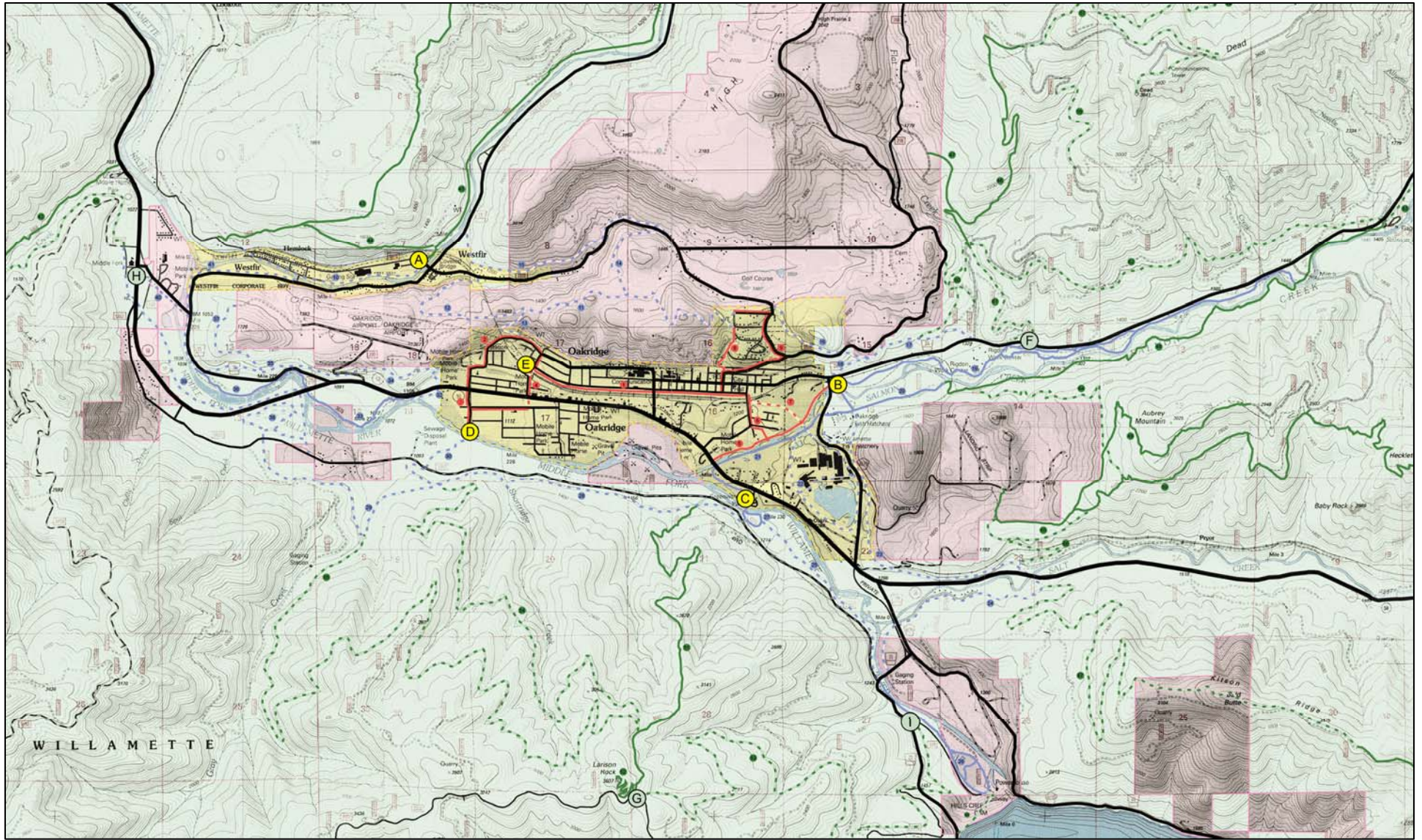
Dead Mountain Trail 57

North Fork Trail Connection from Dead Mountain Trail 58

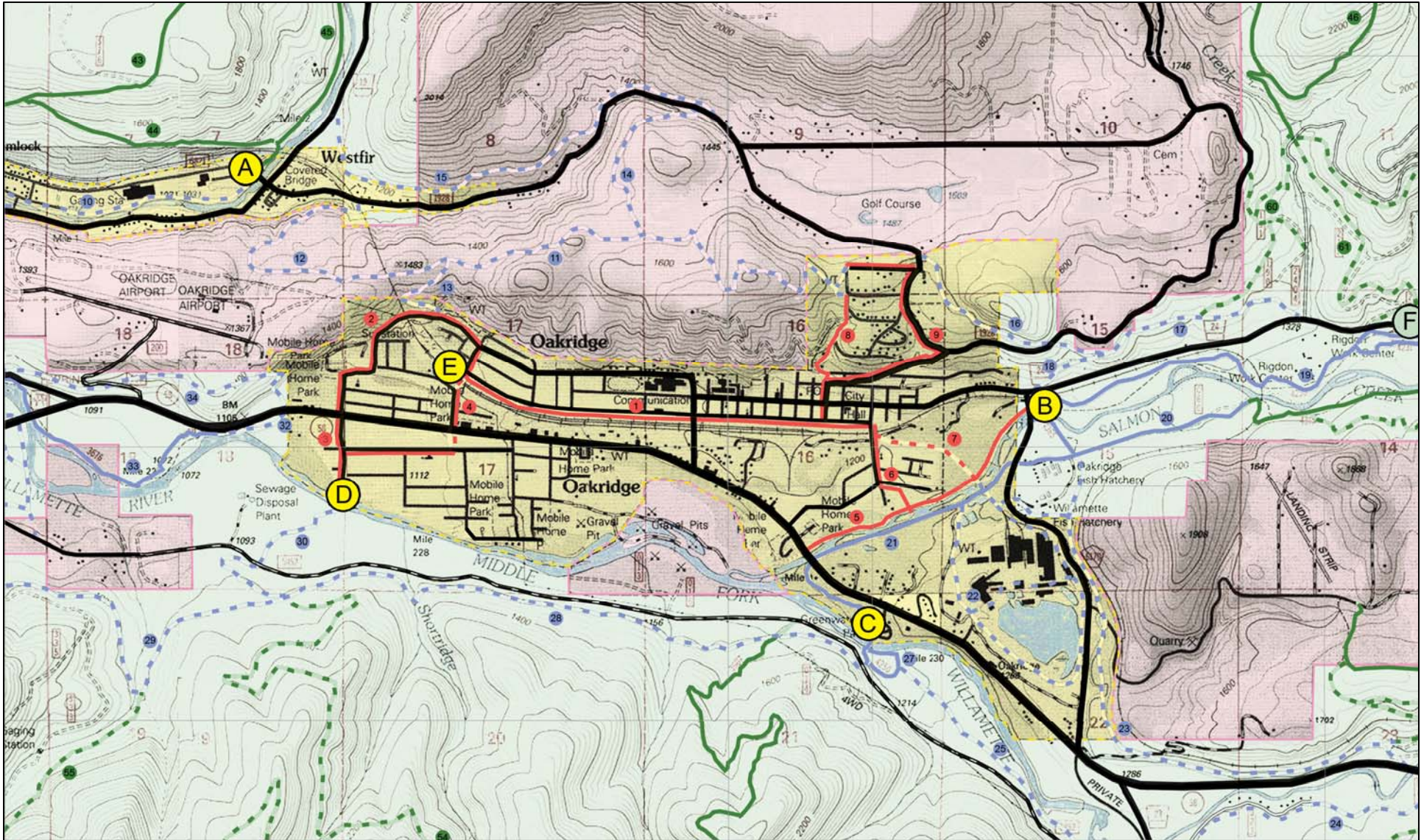
Flat Creek Trail Extension to Salmon Creek Falls Trail 62

Salmon Creek Trail Extension Trail 63

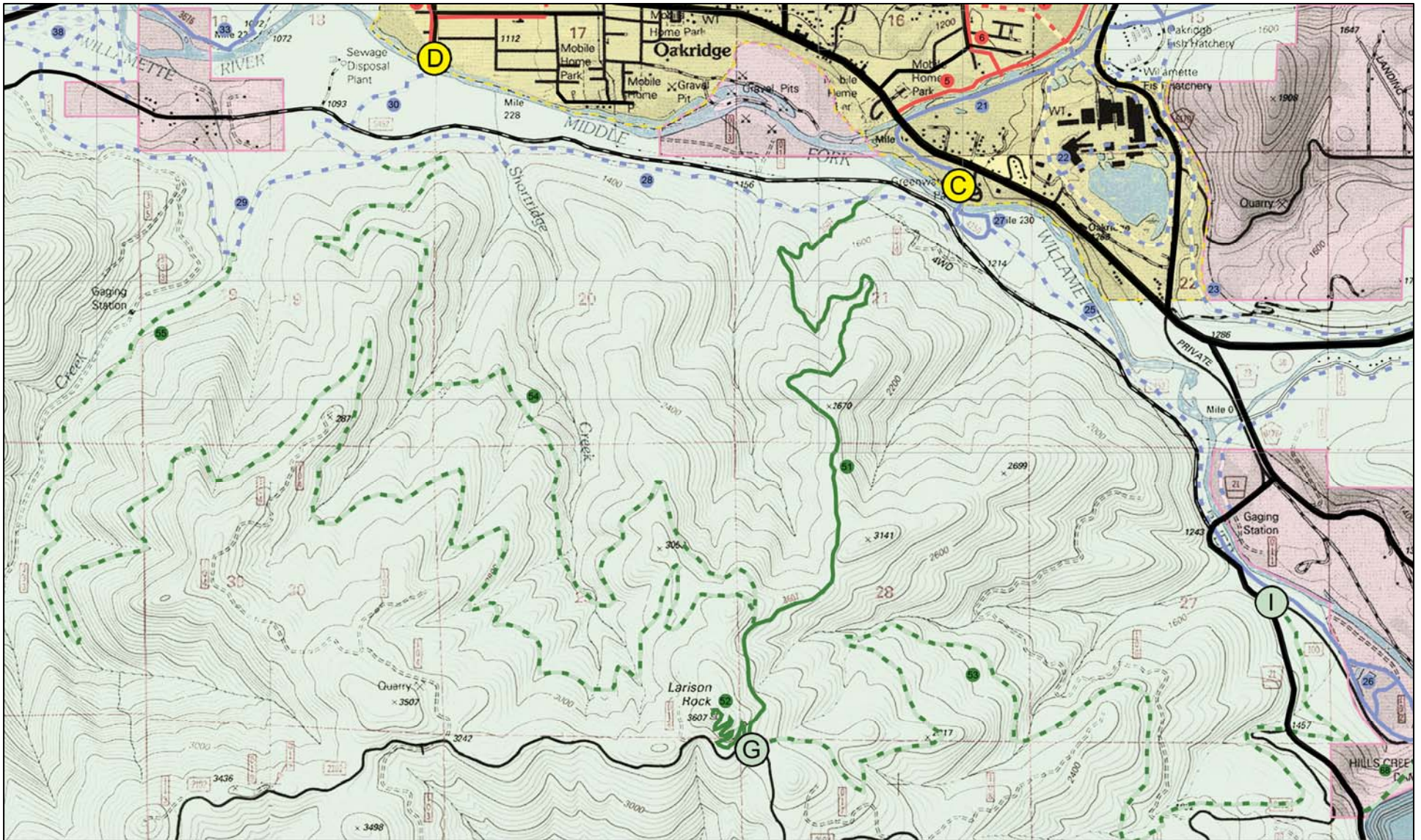
A.1 Overview Map



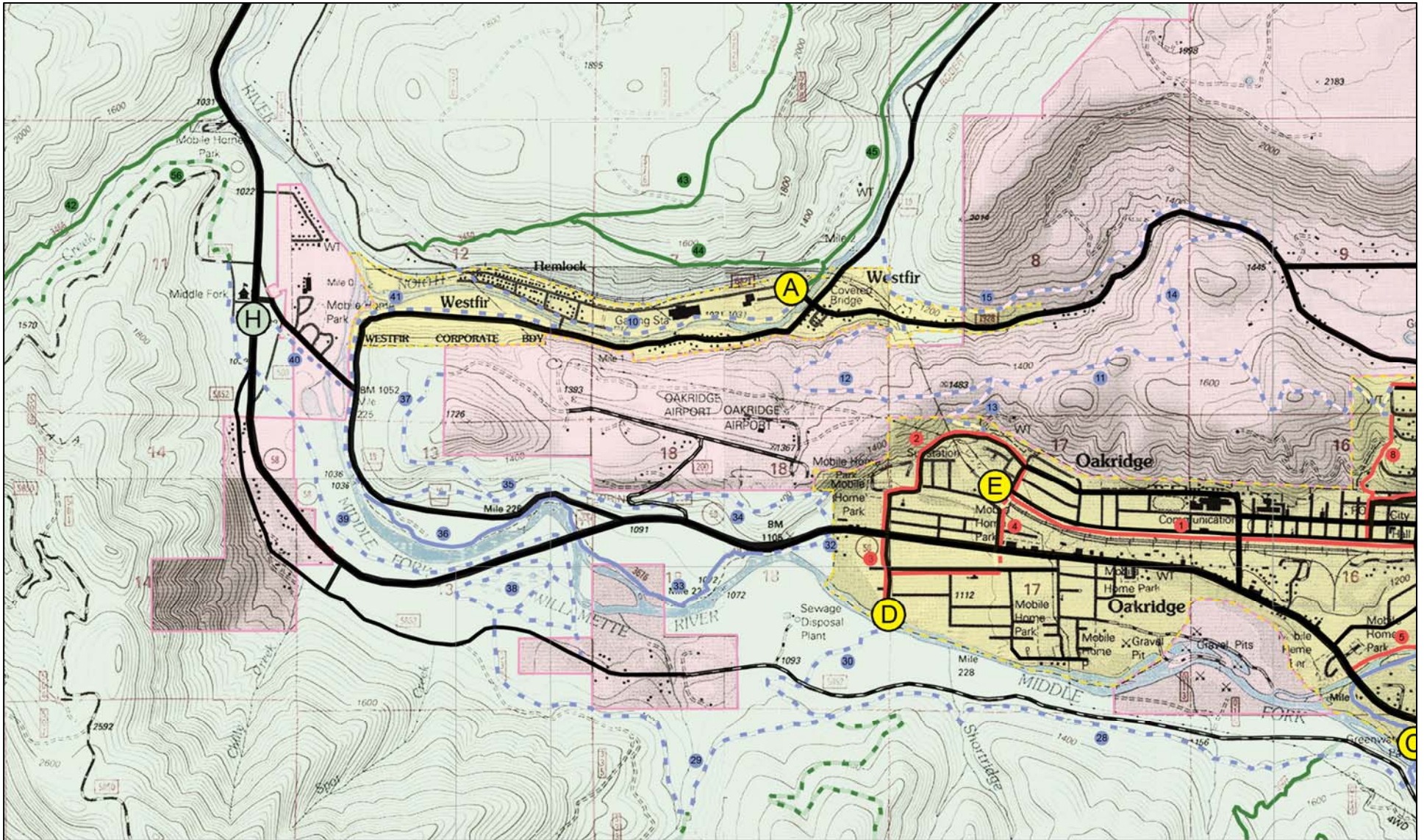
A.2 Oakridge Area Map



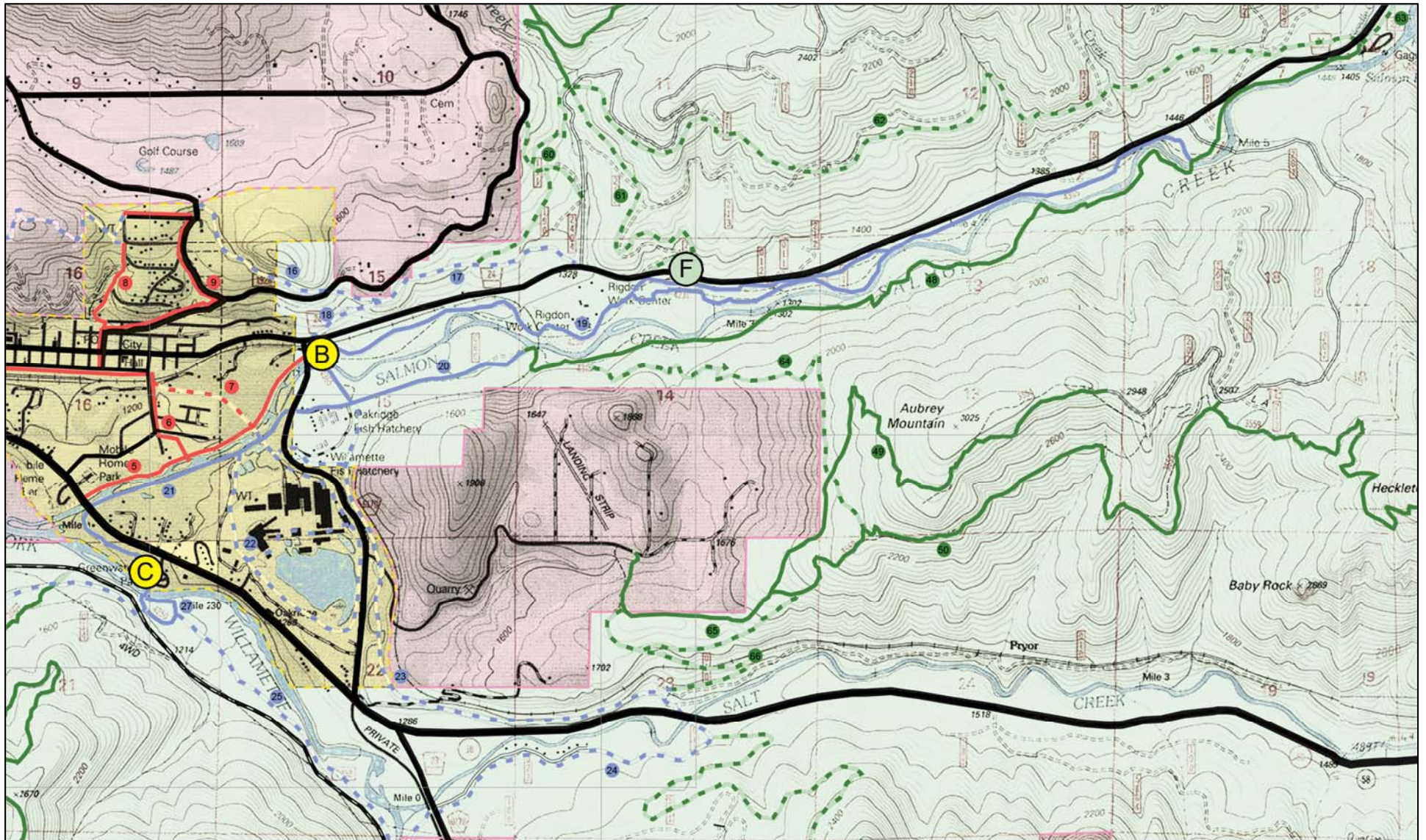
A.3 South – Larison Area Map



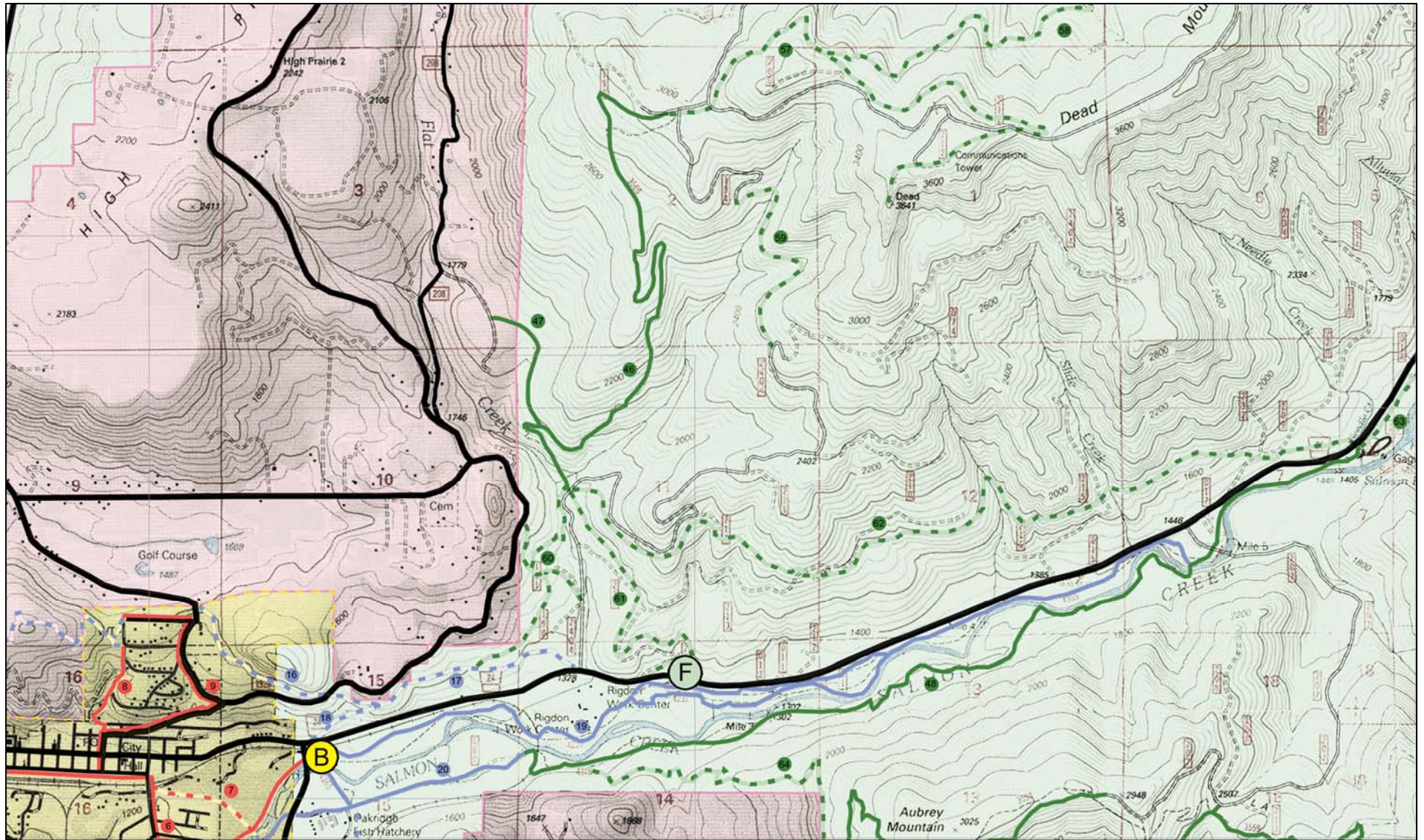
A.4 West –Westfir Area Map



A.5 East – Aubrey Mountain Area Map



A.6 Northeast – Dead Mountain Area Map



Appendix B. Trails Survey Results

Figure 1. Trail use preferences for all respondents.

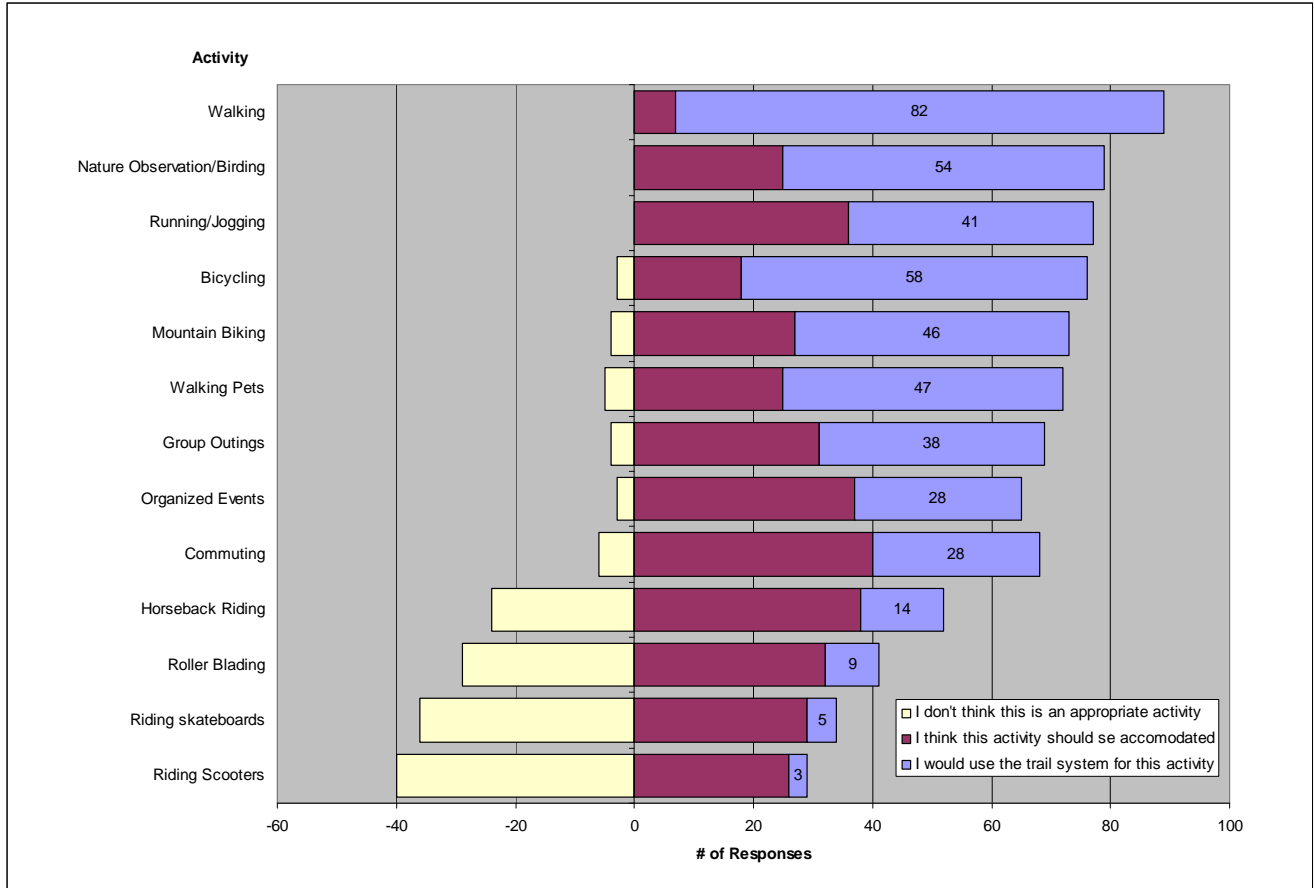


Figure 2. Preferred trail system activities for all survey respondents.

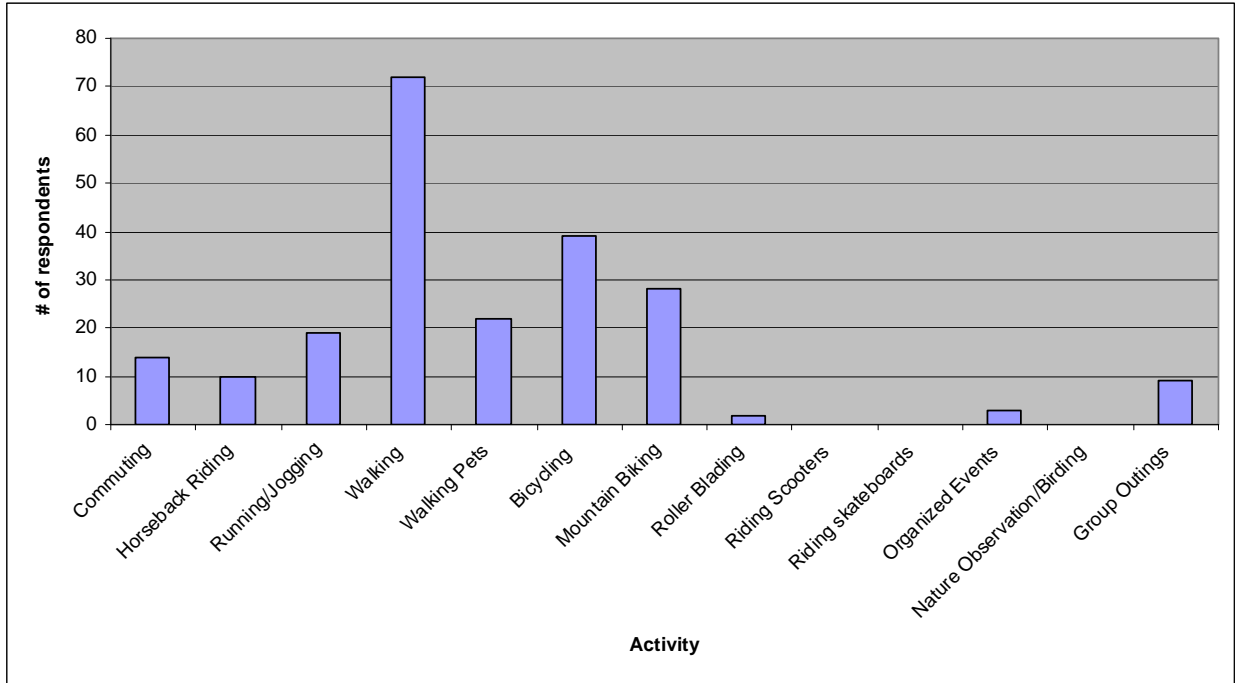


Figure 3. Most frequent destinations for all survey respondents.

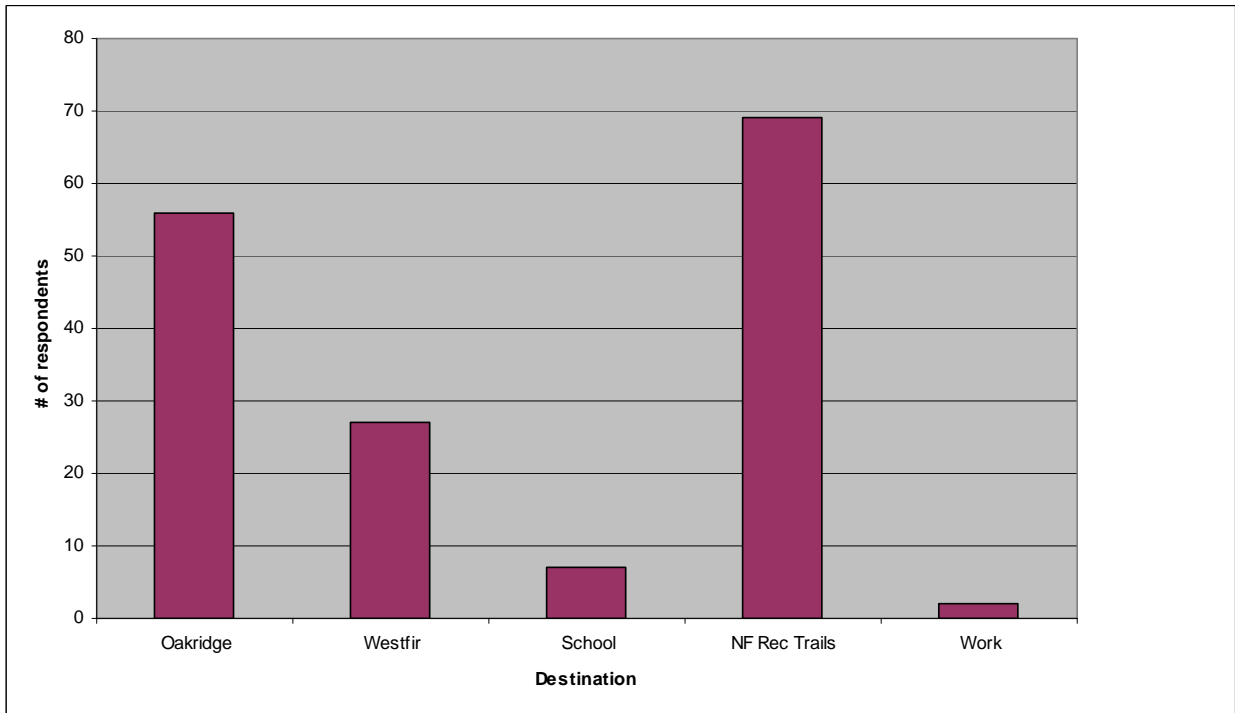


Figure 4. Top rated activity separated by survey respondent's home location.

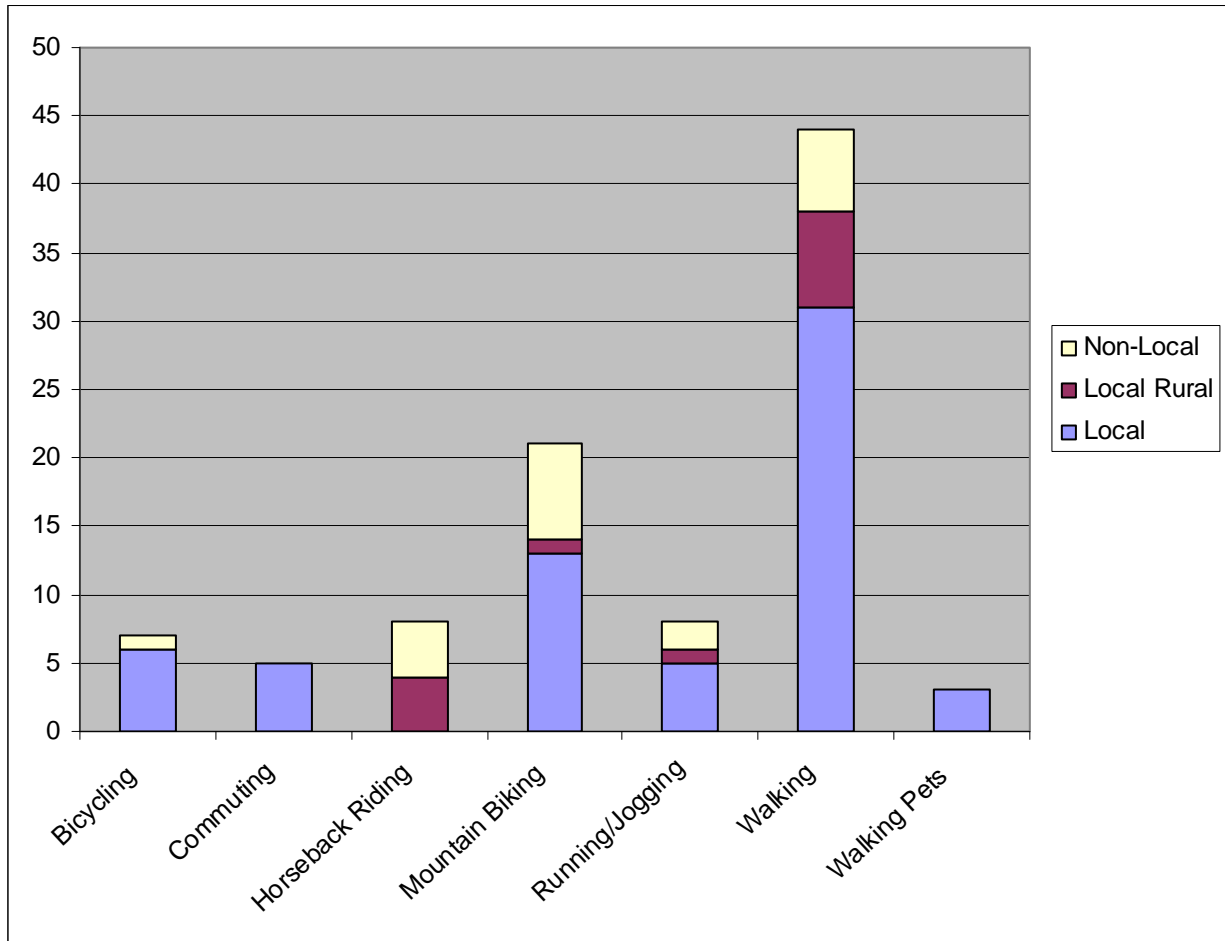


Figure 5. Preferred trail surface for all survey respondents.

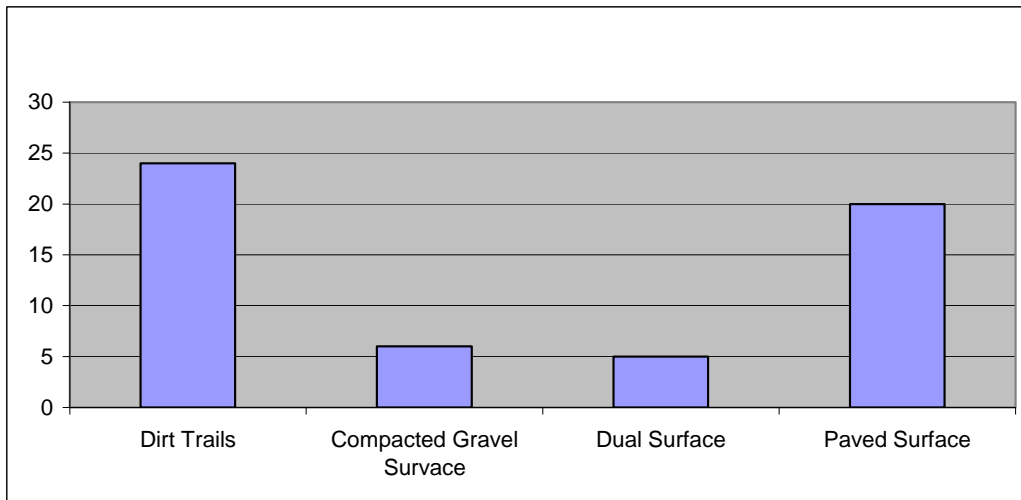


Figure 6. Preferred trail features for all survey respondents.

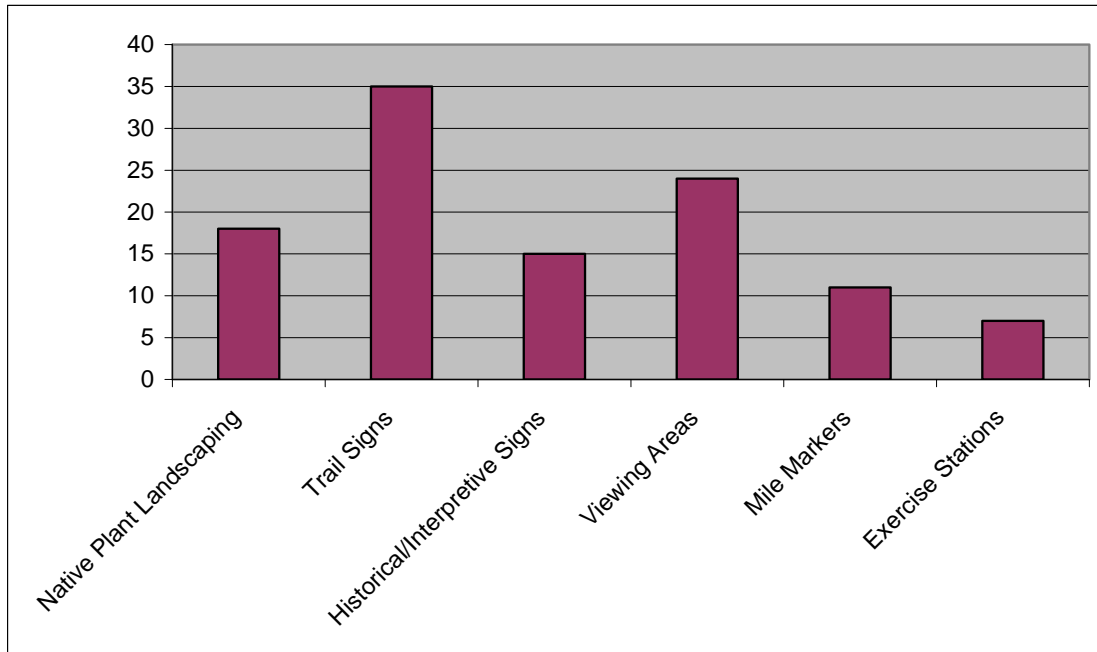
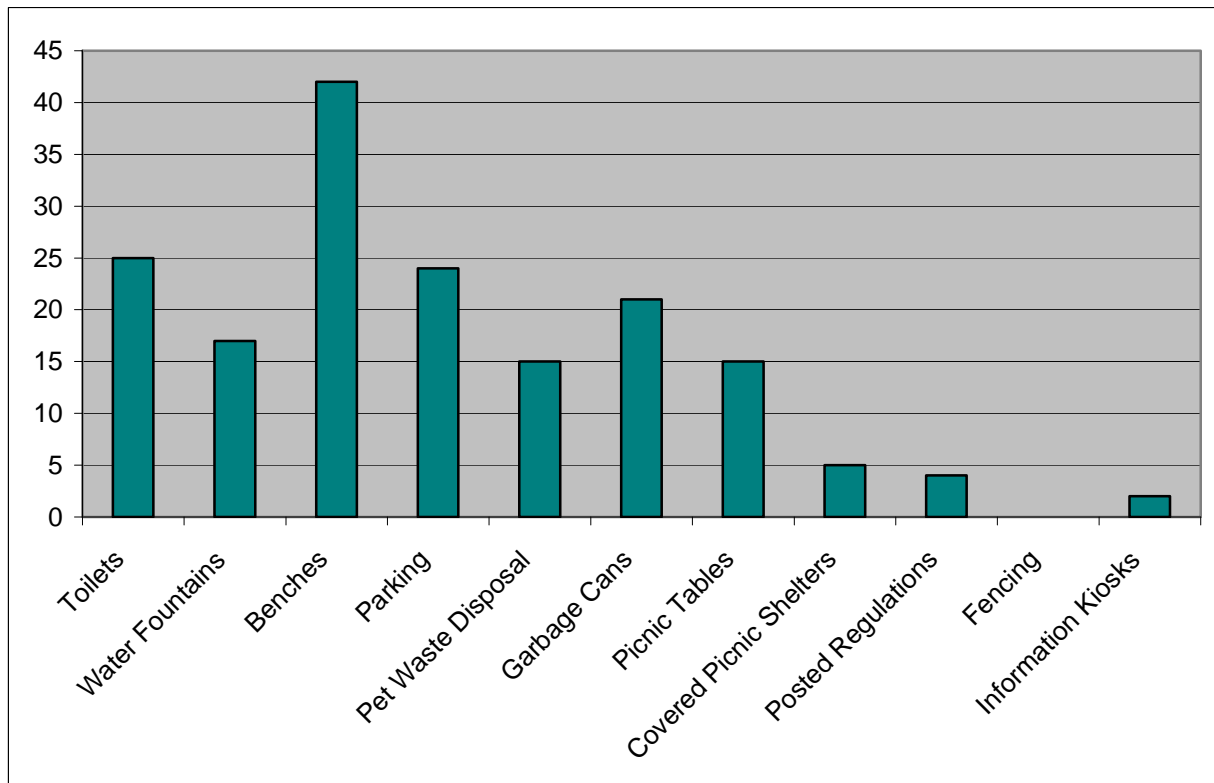

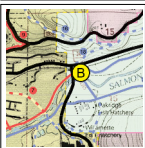


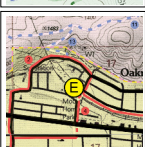
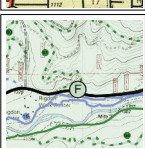
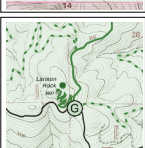



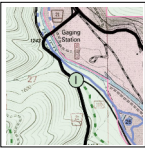

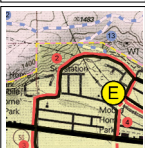

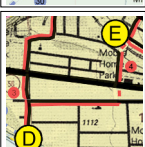
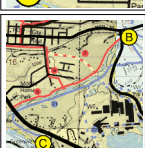


Figure 7. Preferred trailhead amenities for all survey respondents.






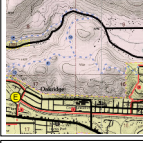
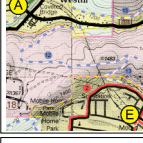
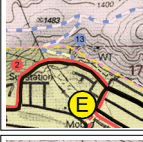
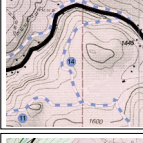

Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Westfir Covered Bridge Scenic Byway Portal A	In the Rest Area across the covered bridge in Westfir <i>Existing</i>	This is a preexisting location with parking, restrooms, information signs and garbage collection. This location connects with the North Fork Trail and Alpine Trail via the Mule Trail. It could be better tied with trails within the community (Edge of Town Trails)
	Warrior Fitness Gateway B	Warrior Fitness Trailhead at the intersection of Fish Hatchery Road and Salmon Creek Road (FS 24) <i>Existing Needs Minor Improvements</i>	This could be an expansion and improvement of the existing trailhead or moved to the Fish Hatchery to expand on some of the tourist activities currently happening there.
	Greenwaters Park Gateway C	Greenwaters Park <i>Existing Needs Minor Improvements</i>	This area is currently used for many recreation opportunities in the community and is in need of a trail area possibly near the Jim Tharp Memorial Bridge crossing the Middle Fork of the Willamette River. Trails use could be assisted by a "Trails Information Area" that should be part of all Gateways and Major Trailheads
	Osprey Park Gateway D	Osprey Park <i>Existing Needs Major Improvements</i>	This park is currently the most detached from the community. By connecting routes in the community (In-Town Paths) and a possible bridge crossing the Middle Fork of the Willamette River a South bank trail could make connections to Greenwaters Park and forest trails
	Diamond Park Gateway E	Diamond Park <i>Existing Needs Major Improvements</i>	This area currently has little connection in or out of the community. With no facilities other than a basketball court. Connections to the proposed Routes on Commercial and Second Streets along with possible trail connections to Westfir. This park could also have a focus on Fitness in the community with workout stations much like the Warrior Fitness Trail had when Rigdon Ranger Station was located there.
	Flat Creek Trailhead Gateway F	Salmon Creek Road near Flat Creek <i>Proposed</i>	This is a proposed Major Trailhead at the old Log Scale pullout on Salmon Creek Road or At the intersection of Salmon Creek and Flat Creek Roads This area could connect to a Flat Creek Trail Extension and to the Warrior Fitness Trail Network. This area could also easily be made into a downhillmountain bike area with an up route on Flat Creek Road (FS 2404) and a braided trail back down to trailhead.
	Larison Rock Major Trailhead G	Larison Rock Trailhead <i>Existing Needs Minor Improvements</i>	This trailhead currently has good parking and is in a good location for a crossroads of trails. The Larison Ridge Area has a potential for a number of trails for all abilities of hikers and riders.
	Middle Fork Ranger District Office Major Trailhead H	At or near the Middle Fork Ranger District Office <i>Proposed</i>	The Middle Fork Ranger District Office is one of the most visible locations in the area for information about forest and trail recreation. It currently has the potential to be a direct connection to trails on Deception Creek, Middle Fork and connections to Westfir and Oakridge. The local USFS employees would benefit from a safe non-motorized transportation route.

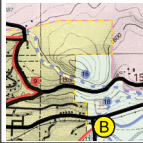

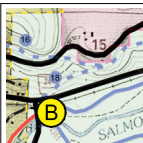





Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Hills Creek Reservoir Major Trailhead I	On the west US Corp. of Engineers reservoir access (top or bottom of the access road) <i>Proposed</i>	This area is currently being used to access Hills Creek Reservoir Ponds Network and could also tie into trails to Greenwaters Park Gateway (C) and Larison Rock Trailhead (G)
	Commercial Street Path 1 <i>1.40 Miles</i>	On the South side of Commercial Street from Diamond Park to Beech Street <i>Existing Needs Minor Improvements</i>	This all surface path located in the city's right-of way between Commercial Street and Union Pacific Railroad . This currently an active route that people merely walk on the edge of the street.
	West Second Street Path 2 <i>0.82 Miles</i>	Along West Second From Diamond Park to Highway 58 <i>Existing Needs Minor Improvements</i>	This currently has a non-continuous sidewalk for the length of this route (pedestrians must cross the street and then back). A secondary, non-street route could lead from the park to the northwest past the electrical substations up the hill near the railroad tunnel to connect with a possible route to Westfir (trail 13).
	River Road Path 3 <i>0.26 Miles</i>	Along River Road from Highway 58 to Osprey Park <i>Existing Needs Minor Improvements</i>	This route could be an enhanced and expanded connection to Osprey Park. This would become increasingly important if a river bridge happens.
	Union Crossing / School Street Path 4 <i>0.59 Miles</i>	along Union Street and School Street from Diamond Park to River Road <i>Existing Needs Minor Improvements</i>	This is an alternative to the West Second route. This would need a major railroad crossing near Diamond Park and a safe crossing on Highway 58. Many pedestrians, especial youth, currently use these unsafe crossings. There is not an adequate crossing of Highway 58 in this location and no public connection between Highway 58 and School Street
	Salmon Creek Levee - North Path 5 <i>0.96 Miles</i>	Along the North Salmon Creek Levee from Highway 58 to the Warrior Fitness Trail Trailhead <i>Existing</i>	This is an existing trail that gets a number of local walkers and recently had a paved tie to the Salmon Creek Park
	Beech Street Path 6 <i>0.31 Miles</i>	Along Beach Street from Commercial Street to Salmon Creek Park / Salmon Creek Levee <i>Existing Needs Minor Improvements</i>	This is one of the few routes with sidewalks on both sides of the street and a recent paved tie to the Salmon Creek Levee
	Rail Spur Path 7 <i>0.45 Miles</i>	On or along the rail spur from Beach Street to Salmon Creek Levee(s) <i>Proposed</i>	This route could directly link the downtown core with the industrial park and possibly create a pedestrian crossing of Salmon Creek. It may be possible to use the existing rail bed and bridge without removing the rail and preserving it for a possible future tenet of the industrial park. This could be achieved by filling between the rails with compacted crushed gravel and decking on the bridges and structures

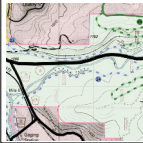
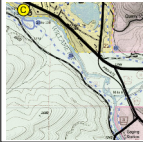




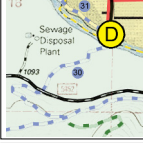

Appendix C. Resource Inventory and Notes

Name & Distance		Location & Status	Notes
	Sanford Street / High Leah Path 8 <i>0.47 Miles</i>	Along Oak Street, Sanford Street and High Leah from Commercial Street to the East end of Brown's Trail <i>Existing Needs Minor Improvements</i>	This route is a steep climb / descent through two gates near one of the City of Oakridge's water storage tanks. Although this is the most direct route with little to no traffic it would be tough for many in the community to use. A route on Westoak Road may be better suited.
	Westoak Road Path 9 <i>1.48 Miles</i>	Along Westoak Road from the downtown core to the east end of Brown's Trail <i>Proposed Partially Exists</i>	This route would be an easier route compared to the Sanford Street / High Leah route but is along a very busy and very narrow road.
	Winfrey Road Path 10 <i>1.17 Miles</i>	Along Winfrey Road and any future development to connect to the Westfir Covered Bridge / Rest Area <i>Proposed</i>	This Route would connect Westfir East to West
	Brown's Trail - East 11 <i>1.63 Miles</i>	Along the ridge above the north side of Oakridge from Robert's Rd / Norquist Ln to the water tank at Second St <i>Proposed Partially Exists</i>	This is a long time used, well defined, unofficial trails / old spurs through private land. Agreements with private land owners are needed to place this in the trail system.
	Brown's Trail - West 12 <i>1.25 Miles</i>	Along the ridge between Oakridge and Westfir from the water tank at Second St to Westfir <i>Proposed Partially Exists</i>	This is a long time used, well defined, "unofficial" trails / old spurs through private land. Agreements with private land owners are needed to place this in the trail system. The northern section needs to be rerouted to a better / safer route possibly coming in to the eastern edge of Westfir. Currently, it comes down a steep rocky grade near the post office.
	Brown's Trail West Second Tie 13 <i>0.56 Miles</i>	Near the West Second Street water tank from Brown's Trail to West Second Street / Diamond Park <i>Proposed</i>	This would replace the current route past the water tank that is steep and has drainage issues. This route could continue down the hill near the tunnel past the electric substations to Diamond Park away from city streets.
	Brown's Trail - North Spur 14 <i>0.66 Miles</i>	From Westoak road to Brown's Trail <i>Proposed Partially Exists</i>	This is currently an over grown spur road that could be used with the West portion of the Westfir/Hines Haul Road to create an Oakridge to Westfir route. Agreements with private land owners are needed to place this in the trail system.
	Westfir/Hines Haul Road Trail - West 15 <i>1.63 Miles</i>	Just north of Westoak Road from North Fork Road (FS 19) to Westoak Road near Bar BL Ranch Road <i>Proposed Partially Exists</i>	This is the Western portion of the old Westfir/Hines Haul Road. This is a gentle climbing road paralleling Westoak Road. Because this road is closed it makes excellent traffic-free route. Agreements with private land owners are needed to place this in the trail system.



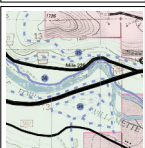
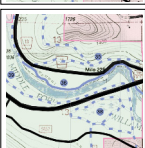
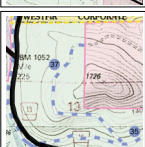

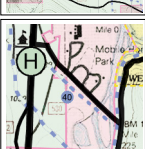
Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Westfir/Hines Haul Road Trail - Middle 16 <i>0.58 Miles</i>	From Circle Bar Golf Course to High Prairie Road <i>Proposed Partially Exists</i>	This is the middle portion of the old Westfir/Hines Haul Road. This is a gentle climbing road paralleling Westoak and High Prairie Roads. Because this road is closed it makes excellent traffic-free route. A portion of this is being used as a road in the new residential development near the golf course. Agreements with private land owners are needed to place this in the trail system.
	Westfir/Hines Haul Road Trail - East 17 <i>0.91 Miles</i>	From High Prairie Road to Salmon Creek Road (FS 24) at Flat Creek Road (FS 2404) <i>Proposed Partially Exists</i>	This is the Eastern portion of the old Westfir/Hines Haul Road. This is a gentle climbing road paralleling Salmon Creek (FS 24) and High Prairie Roads. Because this road is closed it makes excellent traffic-free route. This section is almost all on USFS land. The short section near High Prairie Road would need to be re routed to meet the middle section of this road (There is a home in the middle of the existing road bed).
	Westfir/Hines Haul Road - Warrior Fitness Trail Tie 18 <i>0.26 Miles</i>	From the Westfir/Hines Haul Road near High Prairie Road to the Warrior Fitness Trail trailhead <i>Proposed</i>	This route could tie in some of the trails to the north of this trailhead including the Westfir/Hines Haul Road
	Warrior Fitness Trail 19 <i>4.34 Miles</i>	Along the north bank of Salmon Creek from Fish Hatchery Road to Aubrey Mountain Road (FS 2408) <i>Existing Needs Minor Improvements</i>	This is a well-used section of trails that has been quite popular and heavily used in the community. Some washout and flooding has occurred on the eastern section in recent years. The western section includes sections of spur roads and could be better defined as trail.
	Fish Hatchery Salmon Creek Tie Trail 20 <i>0.50 Miles</i>	From the Fish Hatchery to the Salmon Creek Train Trestle <i>Existing Needs Minor Improvements</i>	This is a closed road leading out of the Fish Hatchery to the Hatchery's water source near the Salmon Creek Train Trestle. This may be better as a trail paralleling the road in the future.
	Salmon Creek Levee Trail - South 21 <i>0.77 Miles</i>	Along the South Salmon Creek Levee from Highway 58 to the Warrior Fitness Trail Trailhead <i>Existing</i>	This is an existing trail that can be used to access Greenwaters Park; it is currently used by a number of local walkers. It also runs adjacent to the Industrial Park and a future residential development.
	Industrial Park Trail Network 22 <i>2.50 Miles</i>	A network of trails in the Industrial Park <i>Proposed</i>	This could be a network of trails in the Industrial Park and around the mill ponds and could act as an interpretive trail.
	Canal Trail 23 <i>1.98 Miles</i>	From Dunning Road near Fish Hatchery Road to Salt creek near Highway 58 <i>Proposed Partially Exists</i>	This runs along an old canal that feed ponds in/near the Industrial Park. This trail is a logical natural corridor and could tie in to Aubrey/ Eugene-to-Pacific Crest trails. A portion of this trail MAY run through private land and agreements with private land owners are needed to place this in the trail system.

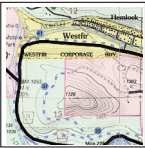

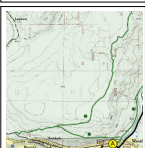

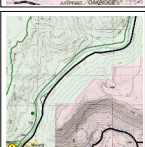
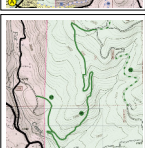
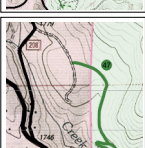
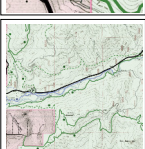
Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Salt Creek Trail Tie 24 1.48 Miles	On or paralleling Salt Creek Road (FS spur 023) with extensions on on each end. <i>Proposed</i>	This route could connect through a unofficial network of fisherman trails near the Middle Fork of the Willamette River at Diamond Drive (FS 21) and Hills Creek Road (FS 23). Connecting to or paralleling Salt Creek Road (FS spur 023). Then extending to the crossing of both Highway 58 and Salmon Creek.
	Middle Fork, Greenwaters to Hills Creek Reservoir Trail 25 1.91 Miles	Along the Middle Fork of the Willamette River from Greenwaters Park to Hills Creek Reservoir <i>Proposed</i>	This trail could connect two heavily use areas at Greenwaters Park and the pond trail network under Hills Creek Reservoir.
	Hills Creek Reservoir Ponds Trail Network 26 0.94 Miles	Under the Hills Creek Reservoir along the Middle Fork of the Willamette River and adjacent ponds <i>Existing Needs Minor Improvements</i>	This is a undesignated network of trails under the Hills Creek Reservoir along the Middle Fork of the Willamette River and adjacent ponds on US Army Corps of Engineers lands. Agreements with US Army Corps of Engineers are needed to place this in the trail system.
	Greenwaters Park Trail Network 27 0.55 Miles	On the south bank of the Middle Fork the Willamette River across from Greenwaters Park <i>Existing Needs Minor Improvements</i>	This is a small network of trails along the Middle Fork the Willamette River across the Jim Tharp Memorial Bridge from Greenwaters Park. This area could easily be expanded and include an interpretive element.
	Middle Fork, South Bank Trail - East 28 2.07 Miles	On the south Bank of the Middle Fork of the Willamette River from Greenwaters Park to Osprey Park <i>Proposed</i>	This trail could tie together two parks along the river if a bridge were built at Osprey Park. It could also extend on to Ferrin area. The trail would parallel the river either north or south of LaDuke Road (FS 5852) depending on flooding conditions.
	Middle Fork, South Bank Trail - Middle 29 1.73 Miles	On the south Bank of the Middle Fork of the Willamette River from Osprey Park to the Ferrin Ponds <i>Proposed</i>	This trail would be a continuation of the Middle Fork Trail to the east around private land to tie into the Ferrin Ponds
	Middle Fork, South Bank Trail - Osprey Park Tie 30 0.81 Miles	From Osprey Park to the Middle Fork Trail <i>Proposed</i>	This trail may be necessary if there is a bridge built at Osprey Park Crossing the Willamette River and if the Middle Fork Trail is not located close to the river because of seasonal flooding. It could include a loop system like the one at Greenwaters Park. This area could easily be expanded and include an interpretive element.
	Middle Fork North Bank Trail Extension to Oakridge 32 0.32 Miles	Lower Middle Fork North Bank Trail into Oakridge between Highway 58 and the river <i>Proposed</i>	This would be a short extension of the Lower Middle Fork North Bank Trail into Oakridge between Highway 58 and the river. This could create a safe connection without crossing the highway (in a bad spot). This area could be a tough spot to locate a trail because of seasonal flooding.



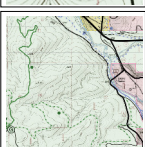


Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Lower Middle Fork Trail - East 33 <i>0.81 Miles</i>	Along the Middle Fork of the Willamette River from near Oakridge to the Ferrin area <i>Existing Needs Major Improvements</i>	This is a low-lying trail subject to seasonal flooding. Often rerouted and overgrown with vegetation, it resembles a basic fisherman trail and could use a major reroute or relocation.
	Lower Middle Fork Trail Alternative - East 34 <i>1.04 Miles</i>	From the western edge of Oakridge to the Ferrin area <i>Proposed</i>	This is an alternative to the current Lower Middle Fork trail. The current trail is often subject to seasonal flooding. It is not known if this route is feasible without crossing onto private land.
	Lower Middle Fork Trail Alternative - West 35 <i>0.62 Miles</i>	From the Ferrin area towards the Hellsgate Bridge north of the Oakridge-Westfir Road <i>Proposed</i>	This is an alternative to the current Lower Middle Fork Trail. The current trail is often subject to seasonal flooding. This section could happen regardless of the Lower Middle Fork Trail Alternative - East feasibility
	Lower Middle Fork Trail - West 36 <i>0.95 Miles</i>	Along the Middle Fork of the Willamette River from the Ferrin area to Oakridge-Westfir Road <i>Existing Needs Major Improvements</i>	This is a low-lying trail subject to seasonal flooding. Often rerouted and overgrown with vegetation, it resembles a basic fisherman trail and could use a major reroute or relocation. The western end of this trail simply gets pinched of between the road and the river
	Lower Middle Fork Trail Alternative - Airport Tie 37 <i>0.78 Miles</i>	From Airport Road to the Lower Middle Fork Trail Alternative <i>Proposed</i>	This is mostly on an old road bed traveling around an unnamed butte west of Airport Road. It would also include the spur road from Airport road that runs through private land. Agreements with private land owners are needed to place this in the trail system.
	Ferrin Ponds Trail Network 38 <i>1.36 Miles</i>	Ferrin Ponds and the Levee between the Ferrin Ponds and Middle Fork of the Willamette River <i>Proposed Partially Exists</i>	This is currently a unofficial network of trails around the Ferrin Ponds and along the Levee of the Middle Fork of the Willamette River between Highway 58 and LaDuke Road (FS 5852). This area has a lot of birds and other wildlife and could have some interpretive element.
	Middle Fork, South Bank Trail - West 39 <i>1.46 Miles</i>	Along the Willamette River between the Middle Fork Ranger District and the Ferrin area <i>Proposed</i>	This trail could be part of a connection between the Middle Fork Ranger District Office and Oakridge. The local USFS employees would benefit from a safe non-motorized transportation route.
	Oakridge-Westfir Road Trail Extension at Hellsgate 40 <i>0.44 Miles</i>	Along Oakridge-Westfir Road from the Middle Fork Ranger District Office to the Hellsgate Bridge <i>Proposed</i>	This route would create a safe route along this road starting a connection the Middle Fork Ranger District Office to Westfir. The local USFS employees would benefit from a safe non-motorized transportation route.








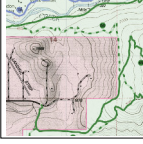
Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Oakridge-Westfir Road Trail 41 <i>0.89 Miles</i>	Along the Oakridge-Westfir Road from the west end of the Middle Fork Trail to the Hemlock Bridge (and beyond) <i>Proposed</i>	This would be a safe extension of the Middle Fork Trail into Westfir and may need to be as simple as bike lanes and a sidewalk along this section of road. This may continue on to the Westfir Rest Area / Trailhead.
	Deception Creek Trail 42 <i>4.10 Miles</i>	Along Deception Creek from Highway 58 to the summit of Deception Butte <i>Existing Needs Minor Improvements</i>	This is a fairly steep trail that is under-used. It has sweeping views from the top of the butte. There is tough access to the trail because of the lack of parking to the trailhead. Moving or creating a new trailhead at the Middle Fork Ranger District would give better access to this trail. A re-route is under construction to better locate the trailhead near the Ranger Station (Deception Creek Connection- 56)
	Alpine Trail 43 <i>10+ Miles</i>	From Westfir north onto Buckhead Mountain and beyond <i>Existing</i>	After years of nearly no use, this has become a major mountain biking trail. Billed as the epic mountain bike trail in the Oakridge-Westfir area and home to the Cascade Cream Puff 100 mile mountain bike race.
	Mule Trail Tie 44 <i>0.87 Miles</i>	North of Westfir from the Westfir Rest Area / Trailhead to the Alpine Trail <i>Existing</i>	This trail is an old route rebuilt in the mid 1990's connecting the Westfir Rest Area / Trailhead into the Alpine Trail
	North Fork Trail 45 <i>4.87+ Miles</i>	Along the North Fork of the Middle Fork of the Willamette River running upstream from the Westfir. <i>Existing</i>	This newer trail in the system starts at the Westfir Rest Area / Trailhead and continues up the North Fork of the Middle Fork of the Willamette River. This trail is continuing to be expanded up stream to Box Canyon
	Flat Creek Trail 46 <i>2.52 Miles</i>	From Flat Creek Road (FS 2404) to Dead Mountain Road (FS 1928, 210 Spur) <i>Existing</i>	This trail could be extended on both ends to extend from the top of Dead Mountain to Salmon Creek Road (FS 24)
	Flat Creek Trail - Brock Road Tie 47 <i>0.47 Miles</i>	From Brock Road to the lower portion of the Flat Creek Trail. <i>Existing</i>	This is a long used unofficial connection to Oakridge from Brock Road. It comes off a short spur road off of Brock road and is a clearly defined and well-used trail. Agreements with private land owners are needed to place this unofficial trail in the trail system.
	Salmon Creek Trail 48 <i>2.72 miles</i>	Along the South bank of Salmon Creek from the railroad trestle to Aubrey Mountain Road (FS 24, 207 Spur) <i>Existing</i>	This is a fairly new trail that has great year-around access and has become a great loop when combined with the Warrior Fitness Trail


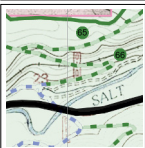
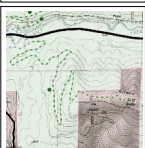
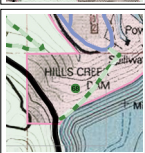
Appendix C. Resource Inventory and Notes

	Name & Distance	Location & Status	Notes
	Aubrey Mountain Trail 49 <i>2.07 Miles</i>	From the Top of Aubrey Mountain to the Eugene-to-Pacific Crest trail near Dunning Road <i>Existing</i>	This is one of two trails on Aubrey Mountain that is an old road bead on the lower part.
	Eugene-to-Pacific Crest Trail 50 <i>10+ Miles</i>	This portion runs from Dunning Road to the East onto Aubrey Mountain and beyond <i>Existing</i>	This is part of a long trail system. This portion runs from Dunning Road to the East onto Aubrey Mountain and beyond to the Pacific Crest Trail
	Larison Rock Trail 51 <i>3.21 Miles</i>	From the Larison Rock Trailhead to LaDuke Road (FS 5852) <i>Existing</i>	This is a steep trail that gets a lot of downhill Mountain bike traffic. This area may be better served by adding a number of trails down this ridge with varying degrees of difficulty.
	Larison Rock Summit Trail 52 <i>0.44 Miles</i>	From the Larison Rock trailhead to the Larison Rock summit <i>Existing</i>	This is a short trail to the summit of Larison Rock. This could benefit from a recreational lookout structure with views and interpretive signs about the area.
	East Larison Trail 53 <i>4.32 Miles</i>	Hills Creek Reservoir Trailhead to the Larison Rock Trailhead <i>Proposed</i>	This could be one of many trails in Larison Ridge area as a possible accent trail for mountain bikes as an alternative to Larison Rock Road (FS 2102). This would be the easiest grade in the Larison Ridge trails.
	Larison Rock / Shortridge Creek Trail 54 <i>4.26 Miles</i>	From Larison Rock Trailhead towards Osprey Park in the Shortridge Creek Drainage <i>Proposed</i>	This could be one of many trails in Larison Ridge area as a possible intermediate trail for mountain bikes as an alternative to the current Larison Rock Trail.
	Larison Rock / Gray Creek Trail 55 <i>6.83 Miles</i>	From Larison Rock Trailhead towards Gray Creek Drainage <i>Proposed</i>	This could be one of many trails in Larison Ridge area as a possible beginning trail for mountain bikes as an alternative to the current Larison Rock Trail.
	Deception Creek Connection Trail 56 <i>1.56 Miles</i>	From the Middle Fork Ranger District Office to Deception Creek Trail <i>Proposed</i>	There is currently tough access to the trail because of the lack of parking to the trailhead. Moving or creating a new trailhead at the Middle Fork Ranger District would give better access to this trail. This reroute trail is currently under construction

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	Name & Distance	Location & Status	Notes
	Dead Mountain Trail 57 2.32 Miles	Extension of the Flat Creek Trail to the top of Dead Mountain <i>Proposed</i>	This trail would extend the Flat Creek Trail to the top of Dead Mountain. This could benefit from a recreational lookout structure with views and interpretive signs about the area.
	Dead Mountain to North Fork Connection Trail 58 10+ Miles	From the top of the Flat Creek / Dead Mountain Trail to the North Fork Drainage <i>Proposed</i>	This trail could be routed around the upper portion of High Prairie / Private Land and into the North Fork Drainage to the North Fork Trail at about road FS 1912 and/or the top of "The Incline"
	Flat Creek South side Climb Tie Trail 59 0.86 Miles	From Flat Creek Road (FS 2404) to a Spur off of Dead Mountain Road (FS 1928, 194 Spur) <i>Proposed</i>	This short trail could create a loop on the South side of Dead Mountain by tying together two gravel roads.
	Flat Creek Extension, Mule Prairie wrap around Trail 60 1.18 Miles	Bottom of Flat Creek Trail to Salmon Creek Road AND High Prairie Road to Flat Creek Road (FS 2404) <i>Proposed Partially Exists</i>	This area has two trails of unknown origin. One is a connection between High Prairie Road to Flat Creek Road (FS 2404) that partially uses an old spur north of the Mule Prairie. The second is an unfinished trail heading to the Bottom of Flat Creek Trail. This trail is very wide and well made including culverts at small stream crossings. It does yet cross Flat Creek.
	Flat Creek Trail Extension to Flat Creek Trailhead 61 1.15 Miles	Existing Flat Creek Trail to Proposed Flat Creek Trailhead (F) at the old Log Scale pullout <i>Proposed</i>	This would be the more direct route to this proposed Trail head area and would not need a bridge to cross Flat Creek (?)
	Flat Creek Trail Extension to Salmon Creek Falls 62 3.24 Miles	Extension of Flat Creek Trail head to Salmon Creek Falls Campground <i>Proposed</i>	This could give Salmon creek campground a good connection into the trail network
	Salmon Creek Trail Extension 63 10+ Miles	Salmon Creek Campground upstream Extension <i>Proposed</i>	This trail could extend the existing (Warrior Fitness trail and Salmon Creek Trail) and proposed (Flat Creek to Extension to Salmon Creek Campground) upstream on Salmon Creek and/or Black Creek. This trail would start inside the trails plan area and extend outside of the project's scope.
	Aubrey Mountain to Salmon Creek Tie Trail 64 1.63 Miles	Eugene-to-Pacific Crest / Aubrey Mountain Trail Tie to Salmon Creek Trail near train trestle <i>Proposed</i>	This trail could extend the existing trails around the Dunning Road area of private land to the Salmon Creek Trail near train trestle. This could eliminate the passage through Private land currently used.

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	Name & Distance	Location & Status	Notes
	Original Eugene-to-Pacific Crest Trail Route 65 <i>0.80 Miles</i>	Parallel the spur road the trail currently uses <i>Proposed Partially Exists</i>	This is the original route of the Eugene-to-Pacific Crest Trail as shown on the USGS maps and could be part of an extension to proposed Salt Creek and the Canal Trails
	Eugene-to-Pacific Crest Salt Creek Tie Trail 66 <i>0.63 Miles</i>	Original Eugene-to-Pacific Crest Trail route to Salt Creek and Canal Trails <i>Proposed</i>	This short trail could make connections of the Eugene-to-Pacific, Aubrey Mountain Trail, Canal Trail at a crossing of both Highway 58 and Salmon Creek to possible trails south of the highway and creek. This trail does cross the railroad and agreements with Union Pacific would be needed.
	Kitson Ridge Trail 67 <i>5.45 Miles</i>	Salmon Creek up Bald Butte to tie into the pieces of the Kitson Ridge Trail <i>Proposed</i>	This could tie the community to the pieces of trail on top of Kitson ridge. Kitson ridge could eventually be a major ridge line trail extending to the Wolf Mountain and beyond.....
	Hills Creek Reservoir Trail 68 <i>Unknown Miles</i>	On the west side of Hills Creek Reservoir <i>Proposed Partially Exists</i>	There is currently a trail on the western edge of the face of Hills Creek Reservoir.