

A photograph of a dirt trail winding through a dense forest. Sunlight filters through the trees, creating dappled light on the path. A person is visible in the distance, walking away from the viewer. The text "Crown Zellerbach Trail Development Concept Plan" is overlaid in white, bold, sans-serif font at the top.

Crown Zellerbach Trail Development Concept Plan

Columbia County, Oregon
May, 2007

Columbia County



Oregon



Technical Assistance

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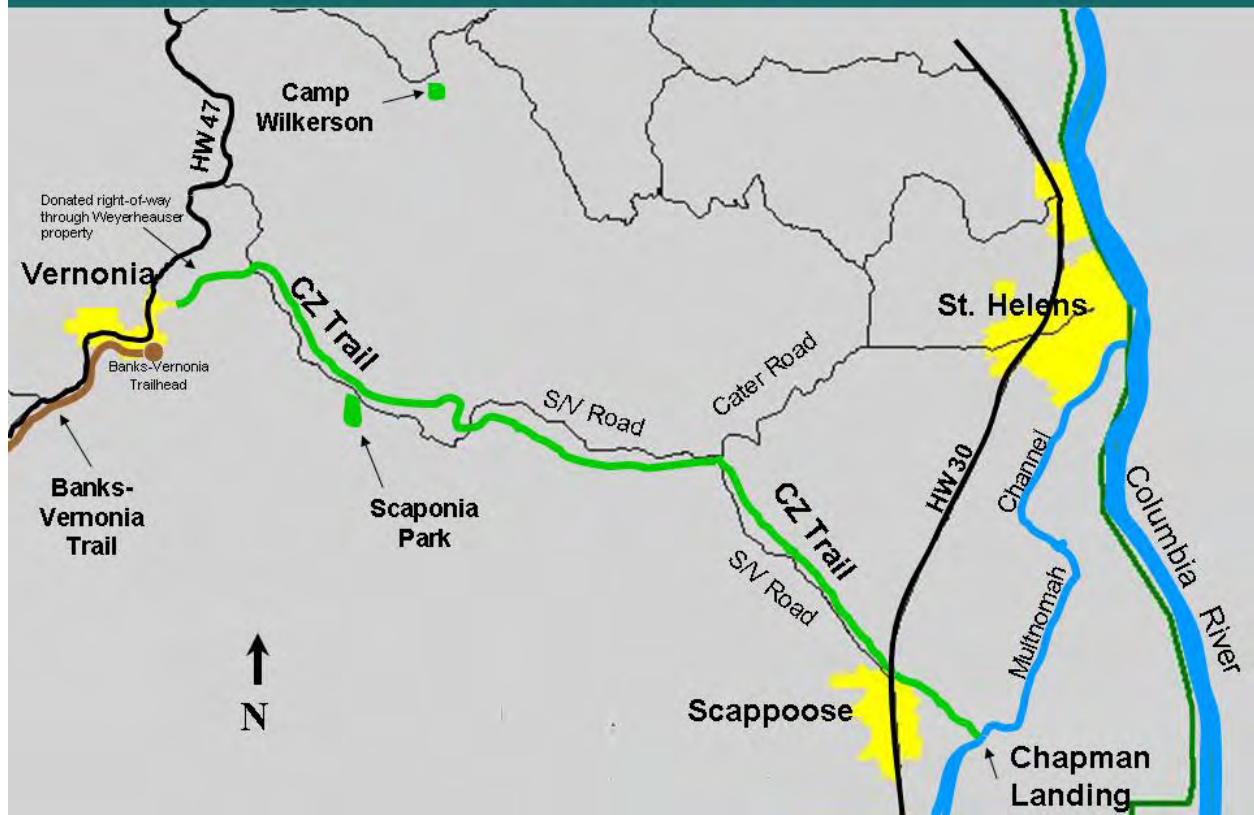
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CZ Trail Corridor Map



Introduction

Project Background

Columbia County initiated efforts to purchase the Crown Zellerbach Logging Road in 1993 for the purpose of converting it to a public trail. Initial discussion/negotiations at that time were primarily between Mike Sykes (former County Commissioner) and Keith Klecker (Chief Forester for the Cavenham and Hancock Forest Management). The discussions between Sykes and Klecker in 1993 involved a property trade for the first 7 miles of the logging road from the City of Scappoose to Chapman. The two parties were unable to work out an agreement and a deal was never negotiated.

The County continued to try to maintain open talks for the purchase of the logging road throughout the 1990's, but these efforts were hampered by a succession of owners. Once or twice progress would be made, but right in the middle the property would change hands and the negotiations had to start all over again. Finally, the prospect of County ownership came back to life in the late nineties, largely due to the efforts of Keith Klecker and the current Commissioner, Tony Hyde, who had taken over the project from Mike Sykes. The discussion had grown by this time to include a longer road corridor from Scappoose to Vernonia, a distance of about 17 miles.

An appraisal was completed for the old logging road and both parties agreed to a final price. In early 2004 the County was successful in obtaining grants from the Oregon Department of Transportation and Oregon State Parks for the purchase of the trail. During this time, however, Hancock sold an approximate 3-mile portion of the logging road on the Vernonia end to Weyerhaeuser. Commissioner Hyde discussed the trail issues with Weyerhaeuser and Weyerhaeuser agreed to donate the right-of-way to the County for trail purposes. In December, 2005, the Port of St. Helens donated the Chapman Landing property (on the Columbia River) for a future trailhead, park, and water connection on the Scappoose end of the trail.

Columbia County completed the purchase of the 17-mile Crown Zellerbach Logging road from Hancock Forest Management in December of 2004. In 2005 Columbia County hired Northern Resources Consultants to conduct two public meetings to determine public interest and concerns for future trail development. Public meetings were held in the City's of Vernonia and Scappoose. The results of these meetings revealed and documented public interest and concerns over the following opportunities and issues:

Opportunities:

- Regional walking, hiking, biking and equestrian facility.
- Economic development in the form of tourism.
- Opportunity to educate the public about Columbia County's logging and timber history.
- Connection to the Vernonia-Banks Linear Trail and Stub Stewart State Park in Washington County.

Issues:

- Mitigating adjacent property owner issues
- Mitigating traffic and other conflicting uses with easements that cross the trail to various private property parcels.
- Coordination of logging operations with the adjacent tree farms.

In the spring of 2005, Columbia County decided it was time to prepare a planning document called a 'Development Concept Plan' for the trail. That plan would describe the community vision, goals, and objectives for the trail and would provide detailed information on how the trail would be developed and managed. The planning would occur through a public process that would seek to involve all interested stakeholders. Columbia County submitted a grant application to the National Park Service for technical planning assistance to prepare the concept plan and help organize a public involvement component. The grant application was successful and planning began in the fall of 2005.

The Planning Process

A 'Planning Team' and an 'Advisory Committee' were formed to help guide the planning process. The Planning Team consisted of County officials responsible for development of the plan. The Advisory Committee was a broader 'stakeholder' group formed to meet with and advise the Planning Team while the plan was being developed. Advisory committee members included representatives from local residents and property owners; business owners; bicycle, pedestrian, and equestrian advocates; government agencies; watershed associations; park commissioners; and the Weyerhaeuser and Hancock timber companies (for a complete list of 'Planning Team' and 'Advisory Committee' members please see the 'Acknowledgments' section at the beginning of this document).

The planning process began with the development of a vision statement followed by a list of goals and objectives for the development of the Columbia County Crown Zellerbach trail (hereinafter referred to as the CZ Trail). During subsequent meetings the two groups discussed

various ideas for:

- 1) trail design guidelines
- 2) management and operations
- 3) interpretation and education themes and methods

These ideas and conversations assisted in shaping a shared vision for the future CZ Trail among everyone involved.

In the spring of 2006, two public open houses were held (in Scappoose and Vernonia) to present draft information that had been developed by the two groups up to that point. Information was displayed in a poster format at these meetings and included information about the following:

- Project Background and History
- Natural and Cultural Resources
- Vision, Goals, and Objectives
- Development Concepts
- Management and Operations
- Interpretation and Education

In the summer of 2006 the planning team, accompanied by many members of the advisory committee, rode the entire length of the CZ Trail on bicycle. The purpose of this field work was to experience the trail first hand as a trail user and to document various opportunities and issues for future trail development.

Armed with all the work to date, the planning team moved forward with writing the first full draft plan during the late fall and early winter months of 2006. The planning team then met with the advisory committee in January, 2007, to review and discuss the draft plan. Additional revisions were made based on that meeting. The draft plan was officially released for a 30-day public review and comment period beginning on March 12, 2007. Public meetings were held in Scappoose and Vernonia on March 12th and 13th to present and discuss the draft plan. These two public meetings marked the beginning of the public comment period.

Final editing was made at the conclusion of the public comment period. The Parks Commission recommended plan approval to the County at their April 19, 2007, meeting. The Board of County Commissioners formally adopted the plan on April 25, 2007.

Public Outreach and Participation

Keeping people informed and providing opportunities for public involvement was essential in order to develop a plan that citizens would support and to ensure the success of future implementation. Public participation was deliberately designed into the project and occurred in the following ways:

- **Citizen Advisory Committee:** The Advisory Committee was formed from a broad group of stakeholders and played a key role in providing community input into the planning process.
- **Newsletters:** Newsletters were prepared and distributed at key points in the planning process to keep a wider audience informed and engaged in the project. In particular, a copy of each newsletter was mailed to the home address of property owners adjacent to the CZ Trail.
- **County Website:** Draft documents and newsletters about the project were posted on the County website
- **Media:** The news media was kept apprised throughout the planning process.
- **Public Meetings:** A public open house was held mid-way through the project to share ideas and information before the draft plan was assembled. Another public meeting was held coinciding with the release of the draft plan for formal public review



Advisory Committee Members Bike
Ride - Summer 2006

Natural and Cultural Resources

General Overview

Columbia County, named for the Columbia River, was created in 1854 when Washington County (to the south) was divided in half. It covers 647 square miles and is bounded on the north and east by the Columbia River, on the west by Clatsop County, and on the south by Washington and Multnomah Counties. The Lewis and Clark expedition explored this area in 1805 and camped along the county's Columbia River shoreline on their way to the Pacific Ocean.

Columbia County is fortunately situated along approximately 62 miles of the Columbia River. The Columbia River is a major route of ocean-going vessels and is a popular fishing, boating and windsurfing river. The southern county line is approximately 30 minutes from downtown Portland, the largest metropolitan area in Oregon. The western county line is approximately 50 minutes from the Pacific Ocean and the world renowned Oregon Coast.

The low mountainous Coast Range defines the topography of the region. Elevations vary from sea level to 2000 feet and there are significant slopes, ravines, and water depressions throughout the county. The climate of the area is dominated by cool, moist marine winds coming off the Pacific Ocean. Winters are wet and relatively mild and summers are dry and warm. Rain usually begins in earnest in mid-October and continues through the spring months. Warmer and drier weather, associated with gradually lengthening high pressure systems, begin in June and continue through September. Winter temperatures are typically 40-50° in the day and 30-40° at night. Summer temperatures average 70-80° in the day with nighttime lows of 50-65°. Annual precipitation ranges from 40 inches on the Columbia River flood plains and terraces to over 100 inches in the higher elevations of the Coast Range.

Milton served as the county seat until 1857 when it was moved to St. Helens. St. Helens was founded in 1848 and took its name from the nearby Mt. St. Helens volcanic peak. The primary industries of Columbia County are agriculture, lumber, fishing, and tourism. The extensive stands of old growth timber, which had attracted many of the early settlers to the area, were completely logged over by the 1950s. Second growth timber provides the raw material for local lumber and paper mills today.



Scappoose Early Days

NATURAL RESOURCES

Geology

The Coast Range

About 200 million years ago, the North American plate began drifting westward and exotic volcanic islands of the Pacific began to collide and weld to the northwest margin of the continent. The present day Oregon Coast Range was formed about 50 million years ago from this type of activity. It resulted in an elongated geologic province situated along the Pacific Ocean between the Columbia River to the north, the Willamette Valley to the east, and the Klamath Mountains to the south.

The Columbia River Plateau

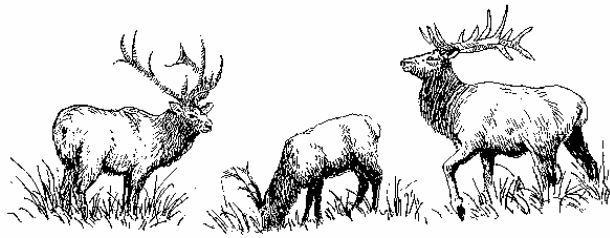
Columbia County is contained within a region geologists refer to as the Columbia River Plateau, a 164,000 square kilometer area that includes portions of northeast Oregon, southwest Washington, and western Idaho. The Columbia River Plateau was created over time from six to seventeen million years ago by a series of basalt flows. Seventeen million years ago, cracks in the earth's surface began spewing molten basaltic lava. The basalt oozed in large quantities from fissures with moderately fluid magma. This made it impossible for volcanoes to form at the site of the fissure. Instead the lava flowed away from the fissures and covered large areas of land.

Columbia River basalt consists of about 300 individual lava flow layers. The largest layer is referred to as the Grande Ronde Basalt flows which make up 85 percent of the Columbia River basalt's total volume. The Grande Ronde Basalt flows occurred from about 16.5 to 15.5 million years ago, originating in eastern Washington and Oregon. As it flooded the regions lowest areas, it filled canyons and permanently altered the Columbia River's path on several occasions. Today, these flows are exposed along the cliffs of the Columbia River Gorge.

These flows were also responsible for changing the course of the Columbia River. Over seventeen million years ago, the Columbia River flowed from its origin in British Columbia over Washington State and turned west in northeastern Oregon. It passed through the Cascade Range and met the Pacific Ocean north of present day Newport, Oregon. Basaltic lava flows over the course of the next five million years changed the course of the Columbia River many times, gradually pushing the river north. Each new channel of the river was destroyed by the next flow. Crown Point represents a lava flow that filled a previous Columbia River channel about fourteen and a half million years ago.

Vegetation

Columbia County is abundant with a variety of vegetation. Forested hillsides include mature/second growth, young coniferous forest, and managed forest lands. Pastures and farmlands contain grasses, small shrubs and a mix of native and planted deciduous and coniferous trees. Meadows and wetlands contain wildflowers, willows, reeds, hay and other grasses. Riparian areas contain uniquely adapted vegetation typically found alongside stream and river corridors such as cottonwoods, alders, bushes, shrubs, etc.



Fish and Wildlife

The Columbia River estuary and its associated bottom lands are habitat for large numbers of wintering waterfowl and shore birds. Many kinds of fur-bearing animals, including mink, muskrat, beaver, otter, raccoon, skunk and fox abound along the county's streams and wetlands. Timber producing forested woodlands provide habitat for elk and deer, especially along the edge of clear-cut areas. Lowland and woodland areas of the county provide a variety of habitat types that support large numbers of resident and migrating birds at different times of the year. These include raptors such as bald eagles, hawks, and owls; waterfowl such as geese, ducks, loons, and herons; songbirds such as warblers, finches, bluebirds, blackbirds, robins, thrushes, wrens, nuthatches, and chickadees; and others such as jays, flickers, hummingbirds, ruffed grouse, swallows, and woodpeckers. Additionally, the Columbia River flood plain provides habitat for the rare and endangered white-tailed deer in Oregon.

Many streams in Columbia County provide spawning and rearing habitat for anadromous fish, including salmon, steelhead trout, and cutthroat trout. Adult anadromous fish destined for the Columbia River system annually travel upstream and young fish travel downstream to the ocean.

Scenery

Columbia County is a place of majesty and grandeur. Some areas are tightly contained within dense forest and views are restricted; other areas open up to beautiful pastoral views of open meadows, agricultural operations, and forested mountainsides. Wildlife is abundant and climate conditions keep vegetation green all year long. Human activity is evidenced by features such as houses and outbuildings, railroad tracks, roads and highways, transmission lines, timber harvest activity, agriculture, and tourism support.

CULTURAL RESOURCES

Over time, people living in and traveling through Columbia County have hunted, fished, mined, and harvested plants and timber. They built trails, railroads, roads, camps, and towns. People have connected with the spiritual, as well as the physical qualities of this landscape.

Cultural History

Native Americans

A variety of Native American groups inhabited and utilized regional areas along the Columbia River for thousands of years before European settlement. Their territories were often associated with river drainages and watersheds. The Chinook and Clatskanie Indians were the primary people that occupied Columbia County.

The Chinook Indians, relatives to the Clatsop tribe, lived along the banks of the Columbia River and the coast of the Pacific Ocean. They were superb canoe builders and navigators, masterful traders, skillful fishermen and planters. They lived in large wooden plank houses and slept on reed mats over raised boards. Short in stature, the Chinooks also were characterized by flat foreheads. From their proximity to Astoria and their intimate relations with the early traders, the Chinook soon became well known, and their language formed the basis for the widely spread 'Chinook Jargon', a limited trade language that facilitated expanded communication between Indians, settlers, and among Indians of different groups.

The Clatskanie Indians primarily occupied densely forested uplands and associated small prairies where they could subsist on deer, elk, edible roots, and berries. Their territory included the Upper Nehalem drainage and the headwaters of the Klaskanine and Clatskanie Rivers. They lived in lodges of split cedar poles covered with bark and furnished with rush mats. The Clatskanie people used short nosed canoes and their fishing equipment included spears, weirs, and traps. The Clatskanie originally lived in the flat lands bordering the Chehalis River in Washington State. As game became scarce and their food supply diminished, they left the area, heading south, and crossed the Columbia River to occupy the hills traditionally occupied by the Chinook Indians.

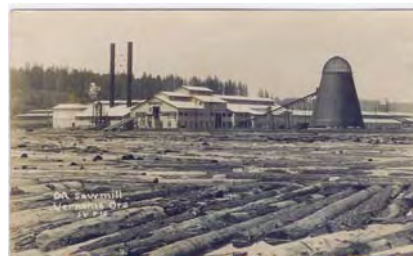
European Settlement and Immigration

In the early 1800's, Great Britain and the United States were vying for control over the lands west of the Rocky Mountains. Captain Robert Gray, commanding the *Columbia Rediviva*, had landed on Columbia County's timbered shoreline in 1792. Thirteen years later, the Corps of Discovery expedition, led by Lewis and Clark, traveled and camped along the Columbia River shore in the area in late 1805 and early 1806.

In 1825, the Hudson Bay Company established Fort Vancouver to take advantage of the fur-rich lands and compete with American competitors, including John Jacob Astor's Pacific Fur Company. The Fort Vancouver site was selected on the north bank of the Columbia River because the political climate at the time rumored the Columbia would eventually be the southern boundary of British territory.

Fort Vancouver grew to become a center of intense activity and influence. Agricultural enterprises expanded up and down the river and included grazing areas, farms, orchards, dairies, and sawmills. In 1828, John McLoughlin (Commander of Fort Vancouver) assigned his stepson, Thomas McKay, to find pastureland for the fort's expanding herd of horses. McKay chose the wild grasslands of Scappoose and established a horse ranch northeast of the present day Scappoose airport. Soon other settlers moved in and the rich natural resources of the area offered livelihoods for loggers, brick makers, blacksmiths, shingle millers and dairy farmers.

More and more settlers continued moving in, spurred by the Land Donation Act of 1850. As immigration increased, lasting settlements began to appear throughout the Oregon and Washington territories. The Yakima Indian War (1855-1859) drove many Washington Territory residents south of the Columbia River and helped boost the population of Columbia County, particularly St. Helens and Columbia City. A lumber mill was established in the St. Helens area in 1844 and the first town site was started in 1847. The town of St. Helens grew rapidly with a heavy influx of settlers in the early 1850's. As a port for the Pacific Mail Lines, St. Helens flourished – rivaling nearby Portland. In 1898, the Astoria-Portland Railroad was completed. Then, in 1918, the Columbia River Highway was completed, linking Portland to Astoria.



CZ LOGGING ROAD HISTORY

By 1900, the supply of old growth timber in the United States was virtually exhausted in the east and mid-west and the focus of the logging industry shifted to the south and far west. Two logging brothers, Simcoe and Fred Chapman, moved to Oregon in 1901 and incorporated the Chapman Timber Company. In 1905 they opened a logging camp and named it Chapman, Oregon, located a few miles northeast of the present day City of Scappoose. Shortly thereafter, they incorporated the Portland and Southwestern Railroad and began constructing the rail line in 1906. This railroad was built for the sole purpose of transporting timber and grew out into the woods in a spurt-like fashion as the railroad explored its way up the valley. It was never the purpose to build a ‘proper’ railroad from place to place.

Originally, the Portland and Southwestern planned to build the railroad from Chapman Landing, a shipping terminus on the Willamette Slough (now called Multnomah Channel), all the way to the Pacific Coast at Nehalem. The general procedure was to purchase the right-of-way, construct a segment of the rails, log the land, then build a camp and move on to open up other areas. There were a total of nine such camps built along the railroad during its use. Many local landowners consented to the building of the railroad through their property in hopes that it would eventually connect to Vernonia, Oregon, and points beyond.

This build-and-log method significantly slowed the railroad construction process. The first eight miles was completed from the Multnomah Channel up to the base of the hills two miles beyond Chapman, which had a population of 400 people at that time. Unfortunately, the terrain beyond Chapman was more difficult. The grade was steeper and construction costs were higher. It proved too expensive for the Chapmans so they sold out to Henry Turrish in 1910.



By the time Henry Turrish bought the railroad, the decision to cross the divide of the Coast Range was imminent. Building the railroad directly over the top of the divide was not practical so planning for a tunnel began. Switchbacks over the divide would have been impossibly slow and it was necessary to have a fairly uniform grade. The tunnel was planned and built in the narrowest point in the divide. As it was, the grade approaching the tunnel reached as much as ten percent. Work began on the tunnel in 1910, eight years before the tracks reached its eastern portal in 1918.

The Nehalem Divide Railroad tunnel is located on the grade between Chapman and Pittsburg, Oregon, straddling the divide of the Coast Range. The tunnel is 1,712 feet long and consists of a series of arches (or ribbing) made of 12" x 12" wooden timbers. Laggings made of 4" x 6" boards connected the arches. Struts were used along the floor of the tunnel to support the walls and complete the structure. Excavation was done by hand and carried out simultaneously from both ends.

Nearly one million board feet of timber were used to construct the tunnel at a cost of approximately \$250,000. The tunnel was completed in 1920. The next year, the track was extended three miles beyond into the timber rich Nehalem Valley. The total length of the railroad line at this time was 14 miles.

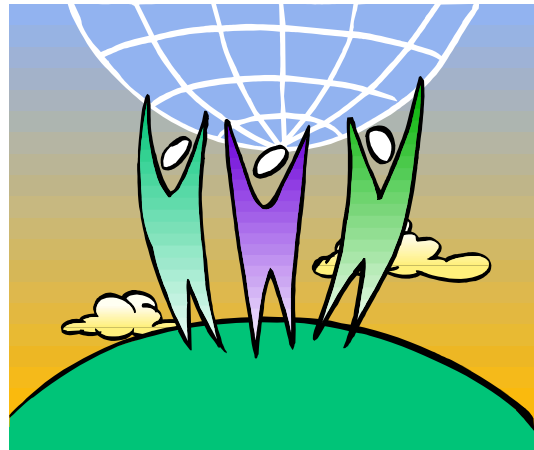
While the tunnel was under construction, a group of lumbermen from Eau Claire, Wisconsin, purchased Turrish's holdings and reorganized the whole operation as the Nehalem Timber and Logging Company. The tunnel and rail line were in use until 1943. During this period it changed ownership twice more. The Clarke & Wilson Lumber Company succeeded the Nehalem Timber and Logging Company in 1927. They, in turn, were succeeded by the Crown Zellerbach Corporation in 1944. The railroad was extended during this time up along the Nehalem River with several off-shoots into the woods. It terminated just beyond Oak Ranch Creek.

The Crown Zellerbach Corporation discontinued rail use in the corridor, pulled up and salvaged the tracks and ties, and converted the railroad to a logging road. They considered renovating the tunnel and using it for their log trucks, but the cost was prohibitive. Use of the tunnel was discontinued and a new road was built over a different pass around that section. Crown Zellerbach originally considered constructing the logging road over the same pass as the tunnel, but their surveyor said it could not be done. The tunnel is listed on the National Register of Historic Places, Historic American Engineering Record.

Vision Goals and Objectives

Vision

The CZ Trail embodies the spirit of Columbia County's past, present and future. It enriches people's lives by fostering appreciation, pride and respect for the region's natural resources and cultural heritage. The trail spurs the local economy and cultivates a sense of place and community that is genuine and unique.



The trail and support facilities:

- Provide for a wide range of non-motorized activities such as walking, bicycling, and horseback riding
- Are designed for safety, accessibility, and sustainability
- Conserve, protect, and educate people about the region's natural, historic, and cultural resources
- Connects communities and neighborhoods to other residential areas, business and employment centers, schools, and other regional parks, public spaces, and cultural centers
- Are sensitive in design and management to potential impacts on adjacent landowners, residents, and neighbors
- Are the result of many partnerships, coordinated management, and citizen involvement

Goals and Objectives

Goal 1: Design an attractive, safe, accessible and sustainable trail that meets the recreation and transportation needs of bicycle, pedestrian, and equestrian users.

Objectives:

- Design the trail to be visually attractive and aesthetically pleasing.
- Incorporate safety design features that consider mixed trail use, line-of-sight, road and driveway crossings, bridges, railings, fences, and other safety features.
- Design the trail to meet ADA accessibility requirements where feasible.
- Design the trail with long-lasting, natural materials that are compatible with the environment and require minimal maintenance.
- Design the trail for functional transportation linkage to nearby destinations, particularly for bicyclists and pedestrians.
- Design the trail to serve as a premier regional linear park and greenway serving a wide range of non-motorized recreation interests.

Goal 2: Develop a public/private ‘Trail Management Partnership’ to coordinate various stakeholder interests in the day to day management and operation of the trail.

Objectives:

- Establish a ‘management presence’ by committing appropriate resources (staff and funds) to support daily operations that keep the trail clean, well maintained, and managed.
- Develop an inter-local trail management agreement between Columbia County, the cities of Scappoose and Vernonia, and the Oregon State Parks Department to cooperate in the management and operation of the trail.
- Develop meaningful, respectful, and cooperative ‘good neighbor’ relationships with adjacent public and/or private landowners to address and mitigate land use issues and concerns that impact either management of the trail or adjacent property.
- Encourage and assist the formation and operation of a voluntary ‘Friends of the Trail’ organization to allow citizens a voice in trail management and operations.

Goal 3: Create a linear centerpiece that is a principal feature in defining Columbia County as a healthy, family oriented region located near Portland but with its own unique identity.

Objectives:

- Create a scenic ‘greenway’ corridor that is inviting, fun, and adventurous for walkers, bicyclists, and equestrian users.
- Develop the trail as a regional destination and as a central, defining feature for the future growth of Columbia County.
- Make the trail as ‘user friendly’ as possible by providing basic user needs (i.e., parking, restrooms, directional signage, easy access, bike racks, hitching posts, etc).
- Promote healthy/active lifestyles.
- Market development of the trail as an investment in the future.

Goal 4. Provide opportunities for people to learn about the natural and cultural resources in the area.

Objectives:

- Plan and develop interpretive opportunities on the natural environment of the region (e.g., wildlife, habitat, geology, etc.).
- Plan and develop interpretive opportunities on the human history of the area (e.g., Native Americans, European settlement, the railroad and forestry industries, Columbia River shipping, recreation, and other economic activity in the area).

- Utilize a variety of methods and techniques to deliver educational and interpretive information (e.g., signs, brochures, website, guided walks, guest lectures, etc)

Goal 5. Promote and market the benefits of the trail.

Objectives:

- Promote the trail as an economic asset to the region (e.g., heritage tourism; sustainable and non-consumptive; increased property values; attracts businesses and employers to the region; etc.).
- Promote the health benefits of the trail (physical, emotional, and spiritual)
- Promote the transportation benefits of the trail (e.g., multi-modal; alternative to cars; reduction of energy consumption; etc.).
- Promote the trail as a local and regional recreation amenity and destination.
- Promote the environmental and aesthetic benefits of the trail (e.g., protects resources; provides natural beauty; preserves railroad history and the heritage of the area).

Goal 6. Steward the natural and cultural resources in and along the trail corridor.

Objectives:

- Protect, conserve, and enhance natural and cultural resources within the corridor.
- Develop programs designed to promote cooperative conservation with public and private landowners along the corridor.
- Establish a volunteer program for trail management and maintenance to encourage community ownership and support for the trail.

Design Concepts

Type of Use

The CZ Trail will be a multipurpose, non-motorized trail, designed for recreation, education, health, and transportation purposes. It will accommodate multiple uses and activities including walking, jogging, bicycling, and horseback riding. Motorized wheelchair users will be allowed as an exception to the non-motorized nature of the trail (for ‘Americans with Disability Act [ADA] accessibility purposes). Facilities supporting equestrian use will be particularly emphasized in the section of trail between Highway 30 to Vernonia which will be a more rural section of the trail. Pets on leashes will also be allowed.



Accessibility

Wherever feasible, the trail will be designed to be accessible for all users, including people with mobility and visual impairments. All applicable laws governing the design and construction of public facilities will be followed. The benefits from providing accessible facilities are twofold: 1) it provides safer and better conditions for all users, not just those with disabilities; and, 2) it increases the possibility/opportunity for persons with disabilities to not only have access, but to do so along side their non-disabled family and friends.



Surfacing

The CZ Trail is being developed along an old railroad/logging road corridor that was originally engineered and constructed to support heavy trains, trucks, equipment, and machinery. It is a gravel road surface that has been hardened and compacted from years of use and will make an ideal trail surface for years to come. The gravel surface will be retained as the preferred surface for the trail from Highway 30 to Vernonia. The character of the trail through this section is rural and a gravel surface will compliment that setting.



In the Scappoose area (from Highway 30 to Chapman Landing), significant portions of the historic logging road were previously paved with asphalt. The character of the trail through this section is urban and an asphalt surface is preferred. Therefore, an asphalt surface will be retained through this section and the trail will be developed with a more urban character.

Dual pathways will be built in the two-mile section from Highway 30 west to the B & B Market. These paths, one asphalt and one gravel, will be located side by side in the former logging road corridor. This two-mile section is a transitional zone between urban/residential and rural settings and the provision of both surfaces in this area will make the trail more versatile and functional for all users.



Desired Widths and Clearance

Wherever possible, the trail will be maintained at a minimum width of 12 feet. Maintaining a minimum 12-foot width for the CZ trail will provide room for all users without the need to develop two separate pathways (i.e., one for bicyclists and one for horses). People traveling in the same direction will be able to ride or walk side by side, and people traveling in opposite directions will be able to easily and safely pass each other. Maintaining a minimum 12-foot width will also allow Columbia County to manage the trail to allow service and/or emergency vehicles to drive along the trail when necessary for maintenance, operations, or emergency purposes. (See ‘Service/Emergency Vehicle Access’).

The standard for trimming trees, vines, and other vegetation will be to a height of at least 10 feet to achieve vertical clearance for bicyclists and equestrian users.

Service/Emergency Vehicle Access

There will be occasions when administrative vehicle access on the trail will be necessary for maintenance, operations, and/or emergency purposes. Additionally, due to a deed condition in the purchase agreement, vehicle use of the trail will be allowed in some areas in support of timber harvesting and management operations (note: such use will be infrequent and Columbia County will establish policies on closure of the trail during these times.) Since motorized use will otherwise be prohibited, removable vertical posts (called ‘bollards’) will be located at points where the trail intersects road corridors to restrict automobile and ATV access. Maintenance, emergency, and authorized personnel (e.g., fire, ambulance, sheriff) will have a key allowing them to remove the bollards and drive down the trail when needed.

It is also envisioned that the trail may be used in some areas, during catastrophic emergency events, as an alternative public road when state or county roads are blocked (e.g., floods, landslides, wildfire, etc). These types of situations have occurred in the past and this is a very real possibility. The trail from Chapman to Camp 8 will be developed with this purpose in mind.



Trail bollards on Foothills Trail in Pierce County, Washington.

Stewardship

Stewardship is a goal of the CZ Trail. The trail will be designed to avoid impacts to sensitive resource areas including wetlands, riparian areas, and cultural resources. Many design techniques exist to minimize resource impacts while still providing public access and enjoyment. One way is to install bollards or other blockades to keep unauthorized motorized vehicles off the trail. Construction techniques using native vegetation and natural materials can be used to keep people on the path near sensitive areas. Columbia County will comply with all environmental review and permitting processes that are in place to protect public interest in fundamental rights to clean air, water, a healthy environment, and the protection of a shared cultural heritage.

Links

The CZ Trail will provide pedestrian linkage between places and destinations. It will link the cities of Scappoose and Vernonia to each other and the following:

- Chapman Landing, Columbia River Dike, Multnomah Channel
- Scappoose Creek Greenway
- JP West Park
- Sidewalk/bike lane system in Scappoose
- Westlane Road to Scappoose RV Park
- Airport
- Chapman Fire Station – bridge
- Scaponia County Park
- Gunner's Lake
- Coon Creek
- Camp 8
- Camp Wilkerson County Park
- Public & private lands open to public recreation use (BLM, Weyerhaeuser, etc)
- Nehalem Divide Tunnel
- Knot Street (Vernonia)
- Banks-Vernonia Trail State Park



Aerial view of Chapman Landing

Trailheads and Furnishings**Trailheads**

Trailheads are improved areas where people can access the trail. Due to the length of the CZ Trail, there will likely be multiple trailheads developed at key locations. Exact locations have not been identified, but it is envisioned there will be three 'primary' and several 'secondary'

trailheads. Primary trailheads are larger areas with ample parking, vault toilets, water, information (signs/kiosks), and other amenities. Secondary trailheads are smaller areas with limited parking, basic signage, and limited other amenities. Two of the secondary trailheads will be developed with an emphasis on supporting horseback riding (e.g., parking for vehicles pulling horse trailers, hitching posts, etc.).



Foothills Trailhead, Pierce County, Washington

Primary trailheads will be developed at locations near Scappoose and Vernonia (sites to be determined), and at Chapman Landing. The Scappoose trailhead will be located as close to Highway 30 as possible to make trail access convenient for people coming from either direction on Highway 30. The Vernonia trailhead will share the existing Banks/Vernonia State Park trailhead. The Chapman Landing trailhead will be part of a project to develop Chapman Landing as a new regional park on the property donated from the Port of St. Helens. Chapman Landing will include a water connection to the Multnomah Channel of the Columbia River.

Secondary trailheads will be developed at locations along the trail (to be determined). Candidate locations include Scaponia County Park, the Chapman area, Camp 8, the summit, and somewhere near the intersection of Cater and S/V roads. The Chapman and Camp 8 trailheads will be developed with an emphasis on supporting horseback riding.

Trail Furnishings

Trail furnishings refer to facilities along the trail that enhance the trail user's experience. A preliminary list of trail furnishing elements developed by the advisory committee include a variety of signs and wide 'pull-out' resting areas with benches along the trail (especially at vistas and/or other view areas).

Signage

Signs will be located primarily at trailheads. Some signs may be needed along the trail, but they will be kept to a minimum. Consideration will be given to using natural materials in their design and construction as much as possible. A sign 'system' will be established that includes the following elements: 1) establish and use a consistent



Yakima Greenway Sign
Yakima, Washington

logo to identify the trail; 2) standardize construction materials; and 3) create a ‘family’ of sign designs that provide for consistency in appearance and flexibility in size and purpose.

Following is a list of the various purposes for which signs may need to be developed:

Trail Identifier: Identify the CZ Trail in name and with a graphic logo. This should be posted at trailheads and other access points.

Property Boundaries: Use to mark the boundary, keep people on the trail and away from private property.

Transition Points: Directional signage to inform trail users about the location of the trail. For instance, at a ‘T’ intersection, a directional arrow may be needed to inform the user which way the trail goes.

General Information: Basic trail information will be needed at trailheads and primary trail facilities. This will include an overall trail map showing locations of trailheads, restrooms, parking, water, etc. Other information to consider includes hours of operation, accessibility information, and who to contact in emergency situations.

Trail Etiquette: General guidance about using and sharing the trail (e.g., Stay on Trail, Pets on Leash, Pack It In/Pack It Out) should be provided at trailheads and primary trail facilities.

Trail Rules and Regulations: Posted rules and regulations (e.g., speed limits; illegal use of drugs, alcohol, and firearms; fireworks; prohibited vehicles; hours of operation; etc.)

Mile Markers: Mile markers to allow users to track where they are and how far they’ve gone.

Interpretation/Education: (see Interpretation/Education chapter).

Fencing

Fencing may be needed in some locations for a variety of purposes (e.g., adjacent to private homes, near roads and intersections, to restrict access to sensitive areas, safety, etc). The use of fencing will be kept to a minimum and, where needed, consideration will be given to using materials that will blend into the landscape.

Safety

Trail safety is a subject that will receive close attention in both the design and development of management policy for the CZ Trail. Physical safety issues will be addressed in the following areas: grade and cross-slope; line of sight around corners; brush clearance; directional and warning signs; at-grade crossings and



intersections; guard rails; speed limits; conflict management among multiple users; and emergency vehicle access (police, fire, medical).

Emergency Phones/Cell Phone Coverage

It was brought up by the advisory committee that there is a lack of cell phone coverage on much of the trail, and that installation of emergency phone boxes might resolve this. This idea is not recommended because emergency phone boxes would be expensive to install and costly to maintain due to frequent vandalism (as are public phones in general). As this problem also exists for the Scappoose Vernonia (SV) Road (of which the trail parallels most of the distance), the better solution would be to improve cell coverage along the road as it has more traffic and a greater need. Trail users would benefit because cell phone coverage would then be available in most locations. Establishing cell coverage along the S/V road is a long term proposition, however, because the need (i.e., critical mass of customers served) simply isn't there for a cell phone company to do so. Until then, the trail will be a use at your own risk trail.

Bridges

There are several locations along the trail that will require installation of new pedestrian, equestrian, and bicycle bridge crossings. These crossings will be designed to be aesthetically pleasing, environmentally sensitive, and safe.



Road & Driveway Crossings/Personal Driveway Access

Pedestrian crossings at roads and driveways will receive careful attention to assure safety for both trail users and the drivers of vehicles. Each individual crossing will be studied and designed based on the unique circumstances at each location. These will generally provide for elements such as: striped crosswalks across major roads; road signs warning of approaching pedestrian crosswalk; stop signs (for trail users); bollards and turnstiles at road and driveway crossings; reduced speed limits; flashing warning signal lights; etc.

There are several existing instances where the CZ road provides the only driveway access people have to their personal property. It is the intent of Columbia County to grandfather these existing uses (or work out suitable alternatives acceptable to all parties involved). For trail use, each driveway access situation will be studied on a case by case basis to develop design solutions that provide for the safety of trail users while allowing the continued use of the driveway at that location.



Historic Tunnel Access

One of the biggest challenges to developing the trail is to strike a balance between the conflicting goals of opening the historic tunnel to trail users while protecting the historical integrity of this cultural resource. This issue requires a careful study that includes professional expertise in engineering and historic preservation to fully understand the issues and develop appropriate solutions. Until such a study can be done, the tunnel will be closed to public access (for safety, liability, and historic protection purposes). The trail will follow the logging truck road that superseded the tunnel route (and bypasses the tunnel).

Management and Operations

Management

The CZ Trail will be jointly developed and managed in partnership with other cities and agencies that own and/or manage lands that the trail crosses. Columbia County will serve as the lead (or anchor) organization in this partnership and will have the primary responsibility to design, build, and manage the trail. Other partners include:

- City of Scappoose
- City of Vernonia
- Oregon State Parks and Recreation Department
- Bureau of Land Management
- Oregon Department of Transportation

It is anticipated that Columbia County will enter into a number of formal agreements with these and other partners for sharing development, maintenance and operation costs, and implementing operational procedures for specific trail segments.

The trail will be managed as a day-use (dawn to dusk) facility. This does not mean it will be physically ‘closed’ at dark. It means management of the trail will assume trail users primarily use the trail during daylight hours and trail development will not purposefully encourage nighttime use.

Maintenance

The Columbia County CZ Trail is intended to be a low maintenance trail system, and minimal, regular work should be required to maintain it. Some tasks will need to be done at frequent intervals (e.g., trash collection and disposal, mowing, toilet cleaning, sweeping, etc). Other maintenance requirements may only be needed once every year or two (e.g., repair/replacement of trail surface, signs, and barriers; tree and vegetation pruning, spraying weeds, removing hazardous or fallen trees; culvert maintenance; painting; etc). Maintenance requirements will also include watching for and cleaning up any vandalism that may occur within the trail corridor. Damage from unpredictable natural events, such as fire or flooding will require repairs and restoration as they occur.

Management and Operations Funding

Funding for trail maintenance and operations will most likely come from a variety of sources. Columbia County has a limited park operations budget so there will be a need to develop an operations budget that provides revenues from multiple sources. These may include the following:

Civic Support

The CZ Trail is intended to be a community resource and it is expected that other groups and organizations will want to take ‘ownership’ of the trail through volunteer work, forming a friends group, and being the eyes and ears of the trail. These types of organizations are capable of performing a great deal of light and routine maintenance which can be a significant part of an operations budget (e.g., mowing grass, painting, fixing signs and broken boards, etc). They can also patrol the trail (on bike, foot, or horseback), report problems, answer questions, assist trail users, etc. Last, a well organized ‘Friends of the Trail’ non-profit organization can assist with fundraising through a variety of activities such as accepting donations, organizing auctions and other fundraisers, attracting grants, etc.

Interagency Partnerships

Assuming Columbia County enters into formal agreements with local cities and other agencies for sharing trail management and operations responsibility, this should include funding assistance (in-kind, financial or both).

Underground Utility Leasing

Some utility and fiber optics companies are willing to pay a monthly, quarterly, or annual fee for the right to locate and maintain underground utilities in trail corridors that connect residential and business districts. Columbia County may want to approach some of these types of companies to ascertain any interest.

Youth Summer Employment Program

Trail and other park maintenance could be carried out through summer ‘youth employment’ programs targeted at hiring local youth. Grant programs (such as Americorps) fund this type of assistance. This could also be a worthwhile undertaking for the local business community and/or service clubs and organizations to sponsor and support.

Youth Conservation Corps

Youth corps work groups can provide assistance either free of charge or at significantly reduced costs and can support a variety of labor-intensive projects such as trail construction, streambank restoration, habitat improvement, and tree planting.

Work Release/Juvenile Detention Programs

Work release and/or juvenile detention programs in which low risk offenders are required to perform community service are another option for obtaining low cost trail maintenance labor. Work crews are supervised and come equipped with basic tools and transportation.

Law Enforcement/Emergency Response

The trail will be located within the jurisdiction of the Columbia County Sheriff Department who will have overall responsibility for law enforcement. The Sheriff Department will

periodically patrol and conduct drive-by surveillance of the trail, particularly trailheads and parking lots.

In case of serious accidents or health problems that may occur along the trail, emergency vehicles will have access to the trail in most areas. Since recreational motorized use will not be allowed on the trail, removable posts (called bollards) will be located at points where the trail intersects road corridors. Emergency personnel will have a key allowing them to remove the bollards and drive down the trail.



The trail is intended to be a community asset and getting local residents involved in its care, management and operations will help keep it safe and secure. It is envisioned that a neighborhood watch or community “adopt a trail” program will be formed where neighbors and local residents become the ‘eyes and ears’ for the management agency. These people and groups represent the first response team and will communicate with other law enforcement and emergency personnel as appropriate.

Trail Safety

As mentioned in the design concepts section, the trail will be designed to ensure the trail meets safety standards such as grade and cross-slope; line of sight around corners; brush clearance; speed limits; emergency access; etc. During routine maintenance checks the crews will review the safety standards to ensure that they are being properly maintained. Patrols by volunteers will also look out for any trail safety issues and ensure that the trail is being maintained to safe standards.

Etiquette and Regulations

Regulations will be consistent with those established by Columbia County for other parks within the county. Typical trail etiquette and regulation policies will be posted on the trail via signs. Alcohol, controlled substances, and loaded firearms will be prohibited from the trail. Hunting will not be allowed along the trail.

All trail users will be encouraged to help keep the trail clean by publicizing a ‘pack it in, pack it out’ policy. Proper behavior for different types of trail users to follow when encountering one another will also be publicized and encouraged (i.e., who yields to who). For example, bicycle riders will be encouraged to stop and dismount when encountering horseback riders so as not to spook the horses. Graphic signs and etiquette statements for this type of behavior have already been developed and are in use on other trails throughout the country.

Pets will be allowed on the trail. Pet owners will be expected to keep their pets on a leash and clean up after their pets through the use of signs and management. In addition, pet clean up bags will be provided at the various trailheads.

Good Neighbor Policy

Establishing and maintaining good relationships with landowners located near the trail is a high priority. It is important that everyone living near the trail know who to contact with questions, suggestions, or concerns and that they will be taken seriously. Nearby landowners can serve as a community watch group to monitor trail segments and alert the managers about maintenance, safety, and other operational matters of concern if open lines of communication are established.

Volunteers

It is recommended that Columbia County develop and implement a formal 'volunteer program' that allows local residents, clubs, and organizations to get involved with the day-to-day operations and management of the trail. Such a program would help develop public stewardship and ownership of the trail. Volunteer sources include school groups; 4-H; boy and girl youth organizations; civic organizations; bicycle, equestrian and hiking groups; churches; business associations; and individuals.

The most successful volunteer programs have four components: (1) a full-time volunteer coordinator (this person can be a volunteer themselves); (2) an established methodology for identifying and maintaining a task list of work that needs to be done; (3) a training and recruitment program; and (4) a rewards and recognition program. There is no doubt that volunteers will offer their services; being able to respond when they call is the key.



It is envisioned that a community "adopt a trail" program will be formed where neighbors and local residents play an important role in the day-to-day management and operation of the trail.

Interpretation and Education

Interpretation refers to a program designed to provide informative and educational material to people on a variety of topics directly related to a specific area or region. These topics are usually related to the areas natural and cultural resources, but can include other topics such as local industry, economic activity, and folklore. This information can be presented utilizing a variety of media such as signs and displays, brochures, guided walks and tours, web sites, information kiosks, and K-12 curriculum guides.

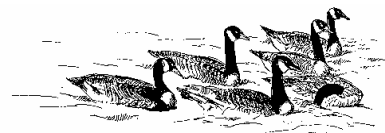
Interpretive Themes

When developing an interpretive program, it is important to carefully select a few primary themes and keep to them. Some programs try to do too much and end up diluting messages and missing opportunities. There are literally hundreds of topics that could be interpreted relevant to the CZ Trail corridor, so packaging topics thematically will help focus peoples attention to a few carefully selected primary messages called ‘Interpretive Themes’.

Following are recommended themes for developing an interpretive and education program for the CZ Trail.

Wildlife, Plants and Habitat

There are abundant opportunities to teach people about various habitats and the wildlife and plants that utilize different areas. Examples include wetlands, streams, open meadows, and forested hillsides. These types of areas provide unique and special habitat that is better suited to the specific needs of some plants and animals over others. Many people enjoy having the opportunity to learn about different plants, habitat characteristics, and wildlife they can see and observe in specific areas.



Human History and Culture

Human use and occupation of the Lower Columbia region extends back thousands of years. Over time people living in and traveling through the area have camped, hunted, fished, harvested plants, timber and other forest products, built trails, railroads and roads, established towns, and engaged in commerce. The Chinook people, other tribes, and all their ancestors inhabited the Lower Columbia Region. It is the location of their creation stories, folklore and history. More recently, Euro-American immigrants settled in the region. These fur traders, explorers, lumbermen, railroaders, and homesteaders were dependent on the regions resources. These themes and stories are of great interest to residents and visitors to the region and



Vernonia Timber Camp Band

there are many locations in the corridor where these stories could be told and brought to life.

Logging, Railroads and Lumbermen

Educating people about past logging practices, including logging railroads and lumbermen, is an obvious choice for interpretive and educational programs. The CZ Trail is built on a former logging railroad and it offers abundant opportunities to educate people about how and why the railroad was built, engineering practices (to include tunnels, trestles, and grades); logging camps, logging equipment and practices, lumbermen and lumber companies, etc. The value of these stories is that they are directly related to the resource at hand. The messages can relate to specific places and events.



Ocean going log raft

Current Land Use (Industry, Recreation, and Economic Activity)

Current land use and economic activity in the region is also a topic of interest to residents and visitors alike. Major subjects include: current forest management and practices; restoration projects; recreation; and local economic activity. This topic provides an opportunity to include business and economic interests in trail planning, management, and stewardship.

Geology

The location of the CZ Trail corridor provides an excellent opportunity to educate people about the geology of the region including the development of the Coast Range mountains, the Columbia River Plateau, and the Missoula floods.

Interpretive Methods

Site Selection

The success of interpretive efforts is strongly influenced by the location chosen for the effort. Good site selection will insure that there is a compelling story at that specific site directly related to the subject matter of the interpretive material. By planning and coordinating location sites, interpretive theme's can be fully explored without over producing or cluttering the landscape.

Several questions should be asked when considering sites:

- What are the best sites for telling the selected stories?
- Will sensitive natural and/or cultural resources be affected by attracting visitors to the site?
- Why are visitors there? What are they interested in learning about?
- What construction is involved? Will it require a side trail or clearing?
- How accessible is the site?
- Are there safety hazards?

Signs and Exhibits

The purpose of interpretation is to enhance a person's experience of a site and to introduce its stories. To be most effective, signs and exhibits should be unified, uncluttered, and compatible with the site.



The development and use of a common and consistent 'family' of signs (i.e., recognizable as one system) creates a sense of unity among the sites and various interpretive media used. Uniformity in colors, text style, size and the use of a common layout style help achieve this goal. Other tips to consider when developing interpretive signs are:

- Utilize high quality graphics to add interest and variety to interpretive materials.
- Keep text to a minimum
- Provide enough graphics to support the subject
- Do not overload the panels – each panel should tell one story
- Keep it visually simple and uncluttered. Visitors want to experience the site, and they will ignore long, complex messages

Brochures

Brochures are an inexpensive and effective way to provide interpretive and educational material and they offer a great deal of flexibility in their design and use. For example, a series of brochures could be produced on different subjects and made available through the mail, at local businesses, at trailheads, or on a website.

Like signs, brochures should be kept simple and utilize high quality graphics to support the subject matter. Do not attempt to put too much information into brochures or people won't read them.

Guided Walks and Tours

Developing a program to bring in speakers and guest lecturers to lead guided walks or to speak at organized events, meetings, and other occasions is an excellent way to provide interpretive and educational material. Interpretive walks along the trail could be organized on numerous subjects such as bird watching, forest management, plant identification, or wildlife photography to name a few.

Website

Developing and maintaining a website about the trail could include a section devoted to providing interpretive and educational materials. This site could:

- provide detailed information on the natural and cultural resources of the CZ Trail region

- contain brochures and fact sheets that are easily downloaded
- provide links to other relevant websites

Information Kiosks

A series of information kiosks could be designed and located at trailheads and other prominent areas in the trail corridor. These could be used to provide information on rules and regulations as well as to provide interpretive or educational material.

Partners in Interpretation

Numerous opportunities exist for partnerships to form for the purpose of organizing and implementing an interpretation and education program centered on the CZ Trail. These include the following:

- local historical societies in both Scappoose and Vernonia
- two school districts
- the Scappoose Bay and Upper Nehalem watershed associations
- two Chambers of Commerce
- natural and cultural resource experts at the Bureau of Land Management and Oregon State Parks
- Forest managers at the Weyerhaeuser and Hancock timber companies
- Audubon Society



Next Steps and Implementation

Following is a description of the most likely steps and actions that have to occur to establish and open the CZ Trail. While these imply a general order, it is not intended to suggest they will occur in sequence. Many of the steps are interrelated and may occur simultaneously or in a different order than presented.

1. Form a ‘Friends of the Trail’ group. Formation of a local volunteer ‘friends’ group will greatly assist Columbia County in their efforts to develop and manage the trail. Friends groups can perform a variety of functions such as organizing volunteers and work parties, fundraising, public relations, trail patrol, etc. A good example of an existing Friends group is the ‘Foothills Rails-to-Trails Coalition’ (FTC) in Pierce County, Washington. The FTC was formed to assist the Pierce County Parks and Recreation Department in developing and managing the Foothills Trail that will eventually extend from the northwest corner of Mount Rainier National Park to Tacoma, Washington and Puget Sound. (www.piercecountytrails.org/index.htm)

2. Support related projects. Several related projects are in some stage of planning that could have a direct impact on the quality and functionality of the CZ Trail. It is important for trail advocates to participate in related projects to ensure proper coordination and integration with CZ trail planning and development occurs. These are:

- Chapman Landing Regional Park development
- Columbia River Water Trail
- Camp Wilkerson (equestrian campground)
- Scappoose RV Park
- L.L. Stub Stuart State Park development
- Camp 8
- City of Vernonia Park (to include mountain bike skills park)
- Pacific Greenway (long distance trail from Portland’s Forest Park, north to the CZ Trail, and west to Astoria, Seaside, and/or Tillamook)

3. Develop a ‘Punch List’ of work to be done. Columbia County should perform a mile by mile assessment of the old road corridor and prepare a master list of the work that needs to be done in order to open the trail to public use. Much of the road is still intact and will require very little effort to convert to a public trail, but there are several areas that will require significant engineering and construction. These include ravines and stream crossings (where bridges and trestles were long since removed) and major road crossings.

4. Open sections of trail where possible. It is important to get at least some sections of the

trail open to public use as soon as possible. Columbia County should identify sections of the trail that can ‘stand alone’ and concentrate their efforts and resources in getting those open first.

5. Apply for grants. It is anticipated that much of the money for design, engineering, permitting, and construction projects will come from one or more grant sources. Columbia County has already begun (and should continue) applying for these types of grants. Local community groups and individuals should support these efforts by submitting letters of support, fundraising for matching requirements, testifying at preliminary grant proposal hearings, etc. A list and description of the better known grant programs that can assist in trail development is contained in the ‘Funding Opportunities’ chapter of this document.

6. Design and Engineering. Whether done in-house or by outside consultants, this is the time when individual adjacent landowners and other directly involved stakeholders will have the opportunity to work directly with planners, engineers, landscape architects, etc., to develop design solutions to their specific situations.

7. Permitting. Permitting can be a very lengthy process that can sometimes take one or more years to complete (depending on the project and resources involved). It is important for local citizens to stay informed and involved during the permitting process and to take actions such as attending and speaking at hearings, writing letters of support for the proposed action, etc. It is important to remember that permitting processes, while time consuming, exist for good reasons to protect the public’s shared interest and fundamental rights to clean air, water, a healthy environment, and protected cultural resources.

8. Construction. Construction may be done in-house by Columbia County or contracted out to construction companies depending on the project.

9. Plan for an alternative bike route to Vernonia. The three-mile section of trail between Vernonia and the S/V Road is located through Weyerhaeuser property on very steep and rugged terrain. This section is fine for horseback riders and hikers, but not the average bicyclist. Both ends of this section should be clearly signed indicating the type of terrain and conditions the trail user will encounter, particularly bicyclists. In the long-term, Columbia County should actively search for a viable alternative bike route around this section that would be safe and convenient for a bicyclist with average abilities.

10. Enter into cooperative management agreements. It is anticipated that Columbia County will enter into formal cooperative agreements with local jurisdictions for the purpose of sharing development, maintenance, and operation costs, and for implementing operational procedures. Formal coordination between management officials of all partnering agencies is crucial to ensuring that the CZ Trail is developed and managed in a cohesive manner.

Funding Opportunities

Federal Funding Sources

SAFETEA-LU

The most significant federal funding source for bicycle and pedestrian facilities is provided in the federal transportation legislation called SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It provides for planning, design, construction and reconstruction of the nation's transportation facilities.

SAFETEA-LU contains designations of money for specific program areas. Each state is required to set aside 10 percent of its annual Surface Transportation Program funds for Transportation Enhancement Activities (TEAs). Eligible enhancement funding categories include:

- pedestrian and bicycle facilities;
- pedestrian and bicycle safety and educational activities; and
- conversion of abandoned railway corridors to trails.

Contact:

Sheila Lions
Bicycle and Pedestrian Program Manager
Oregon Department of Transportation
(503) 986-3554

Another program of interest in SAFETEA-LU is the ***Recreation Trails Program*** (RTP) that provides funding for construction and maintenance of both motorized and non-motorized trails. In most states, the RTP program is administered by the state parks agency (rather than the state department of transportation).

Contact:

Michele Scalise
Grants/Contracts Coordinator
Oregon Parks and Recreation Department
(503) 986-0708

EPA Environmental Education Grants

The U.S. Environmental Protection Agency (EPA) administers a grant program that supports environmental education projects that enhance the public's awareness, knowledge, and skills to help people make informed decisions that affect environmental quality. EPA awards grants each year based on funding appropriated by Congress. Annual funding for the program ranges between \$2 and \$3 million. More than 75 percent of the grants awarded by this program receive less than \$15,000.

Contact:

Sally Hanft
EPA Region 10
(206) 553-1207

Natural Resources Conservation Service (NRCS)

The NRCS administers the 'Resource Conservation and Development Program' (RC&D). The purpose of the RC&D program is to accelerate the conservation, development and utilization of natural resources, improve the general level of economic activity, and to enhance the environment and standard of living in designated RC&D areas. It improves the capability of State, tribal and local units of government and local nonprofit organizations in rural areas to plan develop and carry out programs for resource conservation and development. Current program objectives focus on improvement of quality of life achieved through natural resources conservation and community development which leads to sustainable communities, prudent use (development), and the management and conservation of natural resources. RC&D areas are locally sponsored areas designated by the Secretary of Agriculture for RC&D technical and financial assistance program funds.

Contacts:

NRCS
St. Helens Service Center
(503) 397-1432

Terry D'Addio
National RC&D Program Manager
(202) 720-0557

For more information about this and other NCRS programs, see the Natural Resources Conservation Service's website at <http://www.nrcs.usda.gov>.

State Funding Sources

Oregon State Lottery

Oregon voters passed an initiative in 1998 authorizing a percentage of state lottery money to be dedicated to an acquisition and development grant program for outdoor parks and recreation projects. The 'Local Government Grants' program, managed by the Oregon Parks and Recreation Department, gives more than \$4 million annually.

Contact:

Michele Scalise
Grants/Contracts Coordinator
Oregon Parks and Recreation Department
(503) 986-0708

Land and Water Conservation Fund (L&WCF)

The L&WCF program was enacted by Congress in 1964 to establish a funding source for grants to state and local governments for land acquisition and/or development of outdoor recreation areas and facilities. The program is managed by the National Park Service (NPS) but administered in each state through a governor-appointed state agency responsible to the NPS (i.e. federally funded/state-administered program). L&WCF grants require a 50% match from state or local funds. Eligible applicants include cities, counties, and recreation and park districts authorized to provide public park and recreation facilities. Lands and facilities funded through L&WCF grant assistance are required to be dedicated in perpetuity for public recreation.

Contact:

Marilyn Lippincott
Senior Grants Project Coordinator
Oregon Parks and Recreation
(503) 986-0711

Oregon Bicycle and Pedestrian Program

In 1971, the Oregon Legislature passed a bike bill that requires the inclusion of facilities for pedestrians and bicyclists wherever a road, street, or highway is built or rebuilt. The bill also requires the Oregon Department of Transportation (ODOT), cities, and counties to spend

reasonable amounts of their share of the state highway fund on facilities for pedestrians and bicyclists. These facilities must be located within the right-of-way of public roads, streets, or highways open to motor vehicle traffic. The funds cannot be spent on trails in parks or other areas outside of a road, street, or highway right-of-way. 1% of state gas taxes are set aside in a fund for projects benefiting non-motorized transportation projects in Oregon. The law requires that in any given fiscal year, the amounts expended to provide walkways and bikeways must be a minimum of 1% of the state highway fund received by ODOT, a city, or county.

Contact:

Sheila Lions
Bicycle and Pedestrian Program Manager
Oregon Department of Transportation
(503) 986-3554

Oregon Department of Forestry

The 'Private Forests (PF) Program' integrates what was previously known as the *Forest Practices Program* and the *Forestry Assistance Program*. Services encompass various aspects of promoting and supporting landowners in improving forest health, timber, fish and wildlife habitat, soil and water quality, recreation opportunities and aesthetics of private forests through information, technical assistance, financial incentives and regulation.

Contact:

Peter Daugherty
Private Forests Program Director
Oregon Department of Forestry
(503) 945-7482

OWEB Habitat Programs

The Oregon Watershed Enhancement Board (OWEB) is a state agency led by a policy oversight board. Together, they promote and fund voluntary actions that strive to enhance Oregon's watersheds. OWEB's programs support Oregon's efforts to restore salmon runs, improve water quality, and strengthen ecosystems that are critical to healthy watersheds and sustainable communities. OWEB administers a grant program funded from the Oregon Lottery as a result of a citizen initiative in 1998. The grant program supports voluntary efforts

to create and maintain healthy watersheds. OWEB encourages projects that foster cooperation, pursue match-funding, provide for local involvement, include youth and volunteers, and promote education about watershed concepts. Eligible projects include the following:

- Interpretive signs
- Planting
- Reseeding
- Fencing
- Weed control
- Culvert replacement
- Wetland restoration

Contact:

Oregon Watershed Enhancement Board
State Lands Building, Third Floor
775 Summer Street NE, Ste 360
Salem OR 97301-1290
(503) 986-0058

Private Businesses and Foundations

There are a number of private businesses and foundations that provide grants for trails and environmental education projects. Grants given through these organizations are harder to track because in any given year some of the opportunities will have been discontinued and new opportunities from other organizations will have appeared. A sampler of grants offered is listed below. However, the best way to capitalize on these types of grants is to research grant opportunities close to the time of implementation through libraries and the internet. See '*Information Sources*' below, for publications/sites to use for completing the research.

The Conservation Fund

Through the American Greenways Program, The Conservation Fund helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors and to each other and forging partnerships for a sustainable future. The **Kodak American Greenways Awards**, a partnership project of the Eastman Kodak Company, The Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America.

Contact:

The Conservation Fund
(703) 525-6300
greenways@conservationfund.org

The Bikes Belong Coalition

Bikes Belong is a national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Bikes Belong awards grants of up to \$10,000 for facility and advocacy projects.

Contact:

Elizabeth Train, Grants & Research Director
Bikes Belong Coalition
1920 13th Street, Suite A
Boulder, Colorado 80302
(303) 449-4893
elizabeth@bikesbelong.org

Community Fundraising, Donations, and In-Kind Contributions

Community Fundraising

Local service clubs and organizations can be significant contributors to trail development, and their active support could assist the CZ Trail. These groups can assist with a wide range of activities to generate revenue for construction and maintenance. Examples include auctions, car washes, rummage sales, etc.

Donations

Donations can be a big part of funding trail projects. Individual and/or corporate sponsors can potentially contribute significant funds through direct contributions, endowments, employee challenge/match programs, or donations of necessary construction materials and maintenance supplies.

In-Kind Contributions

Many grant programs require a local match to help demonstrate the community's commitment to the project. Often this 'match' requirement can be met with what is referred to as an 'in-kind' contribution. In-kind contributions are non-monetary donations of labor, equipment and materials to the overall cost of completing a project that can be translated to a dollar value used to meet the matching requirement. Volunteer labor for tasks such as clearing, grading, and construction can go a long way towards meeting local match requirements when applying for grants.

Information Sources

A valuable source of information for all federal grant programs is the “*Catalog of Federal Domestic Assistance Programs*”. The catalog is a compendium of federal programs, projects, services, and activities that provide assistance or benefits to the American public. It is organized by agency, function, subject, and applicant eligibility. The catalog is available at most libraries. Also, a website has been developed that describes Federal Assistance Grants, called e-grants; visit <http://www.grants.gov>. The “Catalog of Federal Domestic Assistance” can be found there.

Another source of information is the ‘*Trails and Greenways Clearinghouse*’ that provides technical assistance and information about creating trails and greenways. The clearinghouse is jointly sponsored by the ‘Rails-to-Trails Conservancy’ and ‘The Conservation Fund’.

Contact:

Betsy Goodrich, Manager
Trails and Greenways Clearinghouse
(202) 974-5123
<http://www.trailsandgreenways.org>

