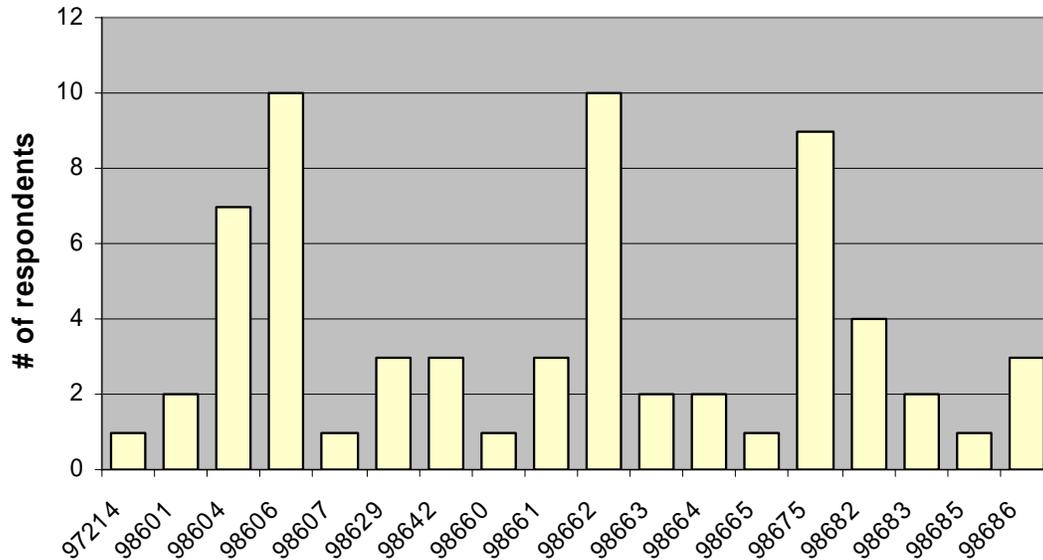




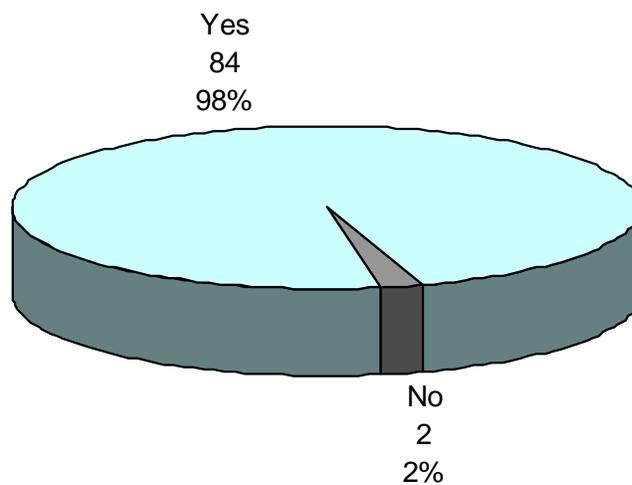
## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

The proposed Chelatchie Railroad Trail extends 33 miles diagonally through Clark County from Burnt Bridge Creek at Fruit Valley Road to the site of an old paper mill a few miles from Yale Reservoir. Two evening open houses were held in Brush Prairie and Yacolt on July 10 and 11, 2007 to gather input from the public. The following is a summary of the comments received through July 31, 2007.

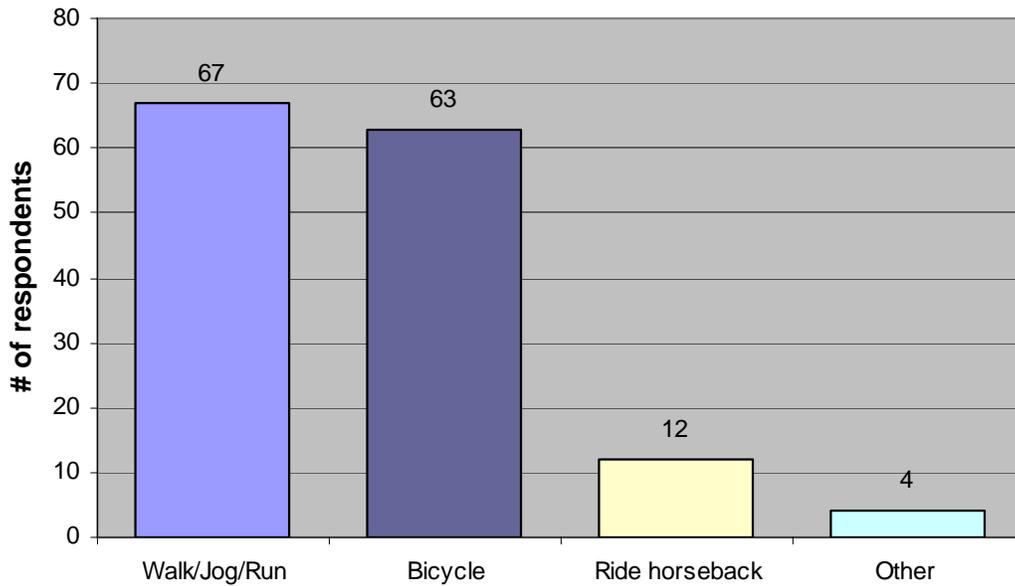
### 1. What is your zip code?



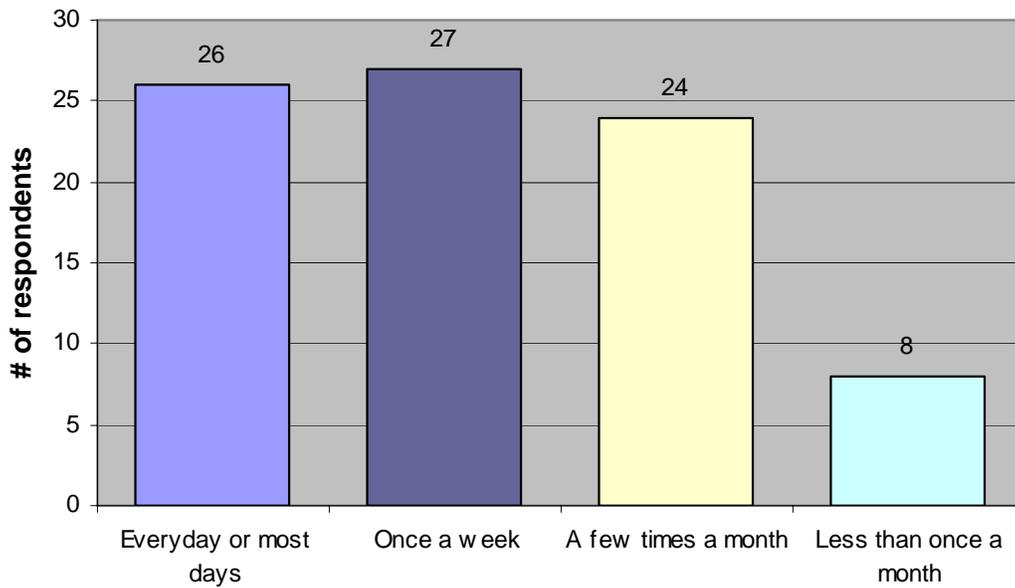
### 2. Do you use trails?



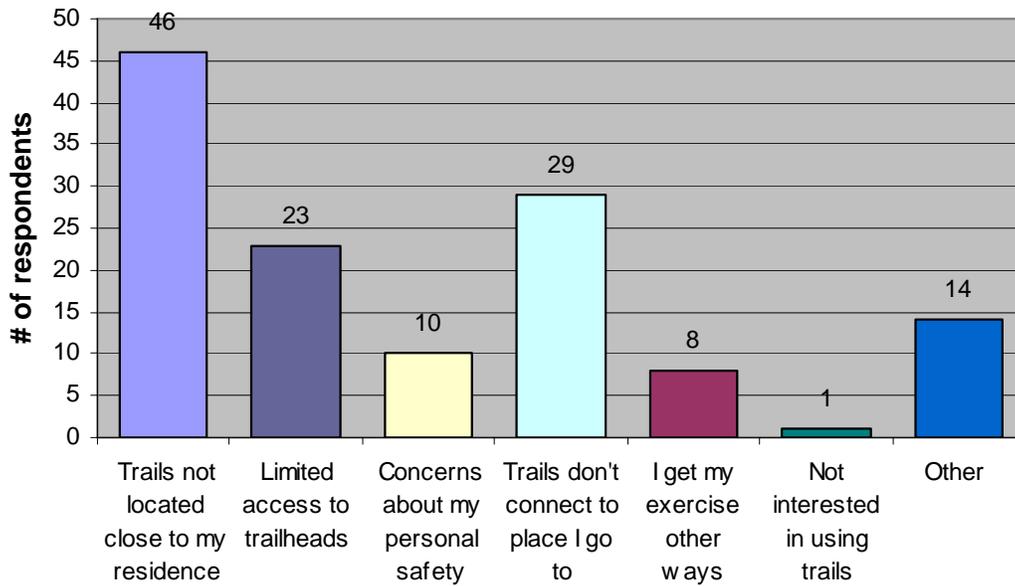
### 3. If yes, how do you use them?



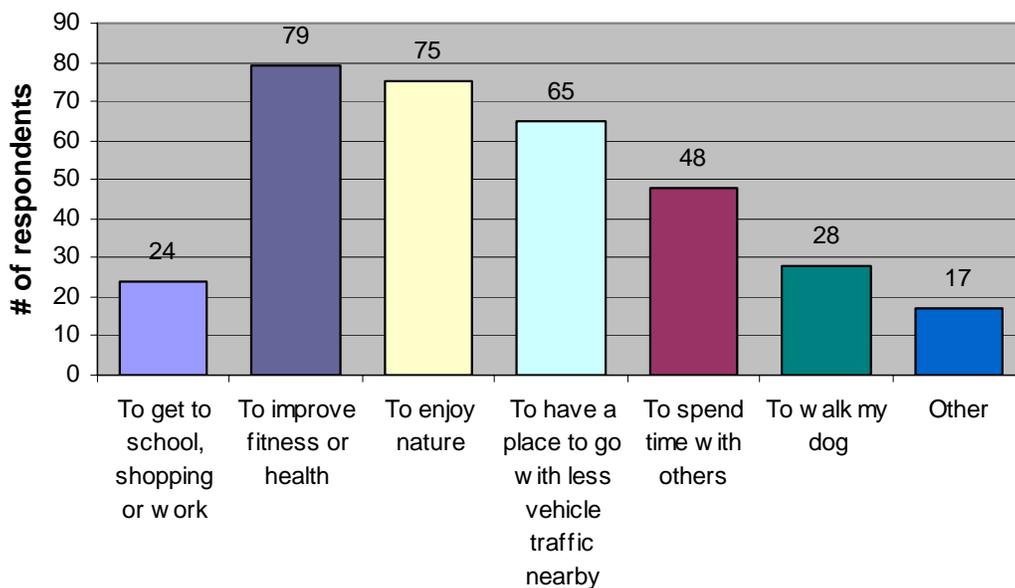
### 4. If yes, how often do you use trails?



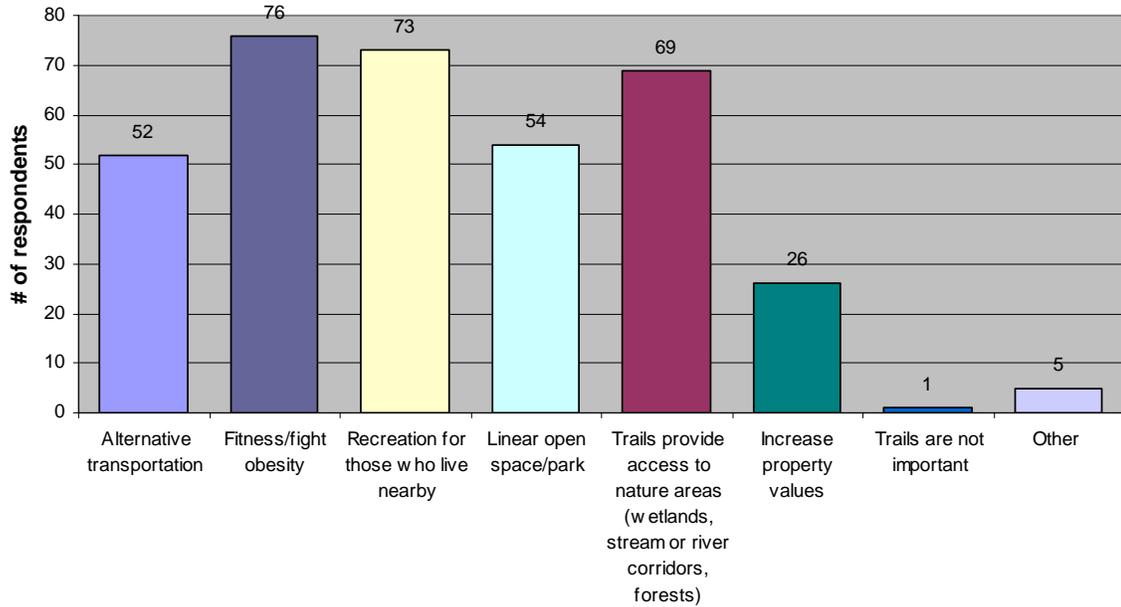
### 5. Which of the following limits your use of trails?



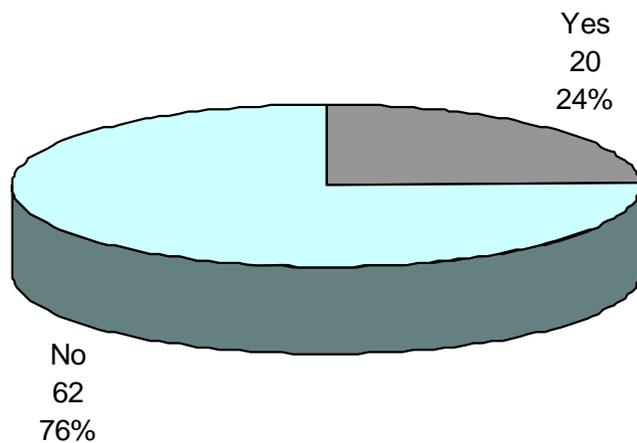
### 6. Why would you use a trail?



### 7. Why do you think trails are important?



### 8. Do you own property adjacent to the rail corridor?



**9. Do you know of any potential issues or concerns within the Chelatchie railroad corridor or related specifically to this project that could affect the project? Please explain.**

**Alignment**

There are so many steep drop offs along the tracks near my property, that, it is difficult to imagine how a walking trail could be constructed next to the tracks. This could be very expensive and how will it be funded?

The elevated berm is so many areas north of the City of Battle Ground make it hard for me to envision how the trail could be next to the track and not within it.

Lakeside Asphalt Plant in Brush Prairie. Not an environmental plus for the trail. It would make a great place for a park/rest area for the trail. Public restrooms along the trail?

Cedar Creek crossings (salmon possibility), steep slopes, fast traffic if close to road (not as pleasant)

If the trail goes by steep cliffs, like along Moulton Falls, would something be put on the side for safety so kids don't fly off the path and down a hillside? That has always concerned me about the beautiful Moulton Falls path.

**Asphalt plant**

Lakeside Industry and their plans for the train.

Trying to build an asphalt plant along the route.

Use of the railroad for industrial purposes is entirely inconsistent with the proposed trail. I suggest the rail corridor be dedicated for natural uses.

I think the county's proposed hot mix asphalt plant in Brush Prairie is a gross inconsistency with the objectives of the trail. Alternatively, the county should develop that site as a public trailhead site, as was previously considered. A trailhead park would be a much more compatible use and would be well received by the residents in rural Brush Prairie.

**Cost**

Cost and maintenance of trail.

**Litter/Crime**

Adjoining landowners will fight this, they think it leads to vandalism, crime, litter and lower their property values. This has been a problem elsewhere such as along Lake Sammamish between Redmond and Issaquah, WA. When the trails open, their fears never seem to happen. Along Lake Sammamish, a lot of fencing was put up to alleviate adjoining owner

## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

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concerns, and it works fine for trail users. Also need to plan for sanitation needs of people and their pets.

I have heard that owners of adjacent property are concerned about litter and trespassing.

There is so much trash. I think there should be trash cans on the new trail.

Who will police 35 miles of trails? Loss of privacy – crime will rise – never know who will have access to backyard – increase garbage – what about fire and police access? Vagrants? Drugs? Increased fire danger due to increased population in wooded areas.

Narrow ROW at tressle area (Basket Creek) would cause people to divert to our family property. People would litter, trespass, etc. This has been proven time and time again on our river property and on Basket Flat Road. We have been cleaning up after them for over 60 years!

### **Natural impacts**

There are many large trees, primarily Douglas fir, along both sides of the tracks at our place (within the right-of-way). We would be disappointed to see them removed to make a trail.

### **Private property**

Trespassing onto private property. Noise pollution.

Tresspass through private property! The deed for our property has an easement for the railroad only. Not for people (to trespass).

Asphalt plant in Brush Prairie not good neighbor for a trail. Yes, legal issues regarding property owner's permission as our deed excepts the RR right of way for railroad purposes, not a trail.

Protection of people's property i.e. fencing trail. Control garbage. Restrict motor vehicles. Personal safety.

We know adjacent property owners will be impacted and have concerns. I hope they can be met thoughtfully and everything done to accommodate them, and yet have the project go forward for the greater good of the community.

Trails are a great use of the rail corridor. It's a good way to allow people to enjoy the scenery and preserve the land. Respect of individual landowner's privacy and safety should be maintained where the path cuts through their property, so deviating the trail from the rail corridor in some places may be appropriate.

### **Rail transit**

Any trails must be designed not to hinder passenger rail transit possibilities in this corridor.

Would like to support commuter rail. Would like to see good hard surface for bikes. Would like Battle Ground to be a destination stop.

Separation from high speed rail when it's built. The RR should be used for industrial development along right of way. How will the trail traverse these areas?

### **Surface**

Ideally hard surface trail suitable for road bikes with restroom at trailheads.

Would like to see hard surface for bike use.

I hope this will be a hard surface trail suitable for road bikes as well as other bikes.

As an avid recreational cyclist, I'm excited about the possibility of this trail's potential to become a premier trail for cyclists from all over Southwest Washington & the Portland Metropolitan area. It has the potential to infuse money into our local economy from trail users. For cyclists, it's extremely important to create a smooth cycling surface. The Springwater Trail in Portland for much of its length has a terrible surface for cyclists. I believe it's called "chip seal." Please do not permit that type of surface to be used on this trail. It's also important to create trail connections to the beginning and end of this trail so it's possible to cycle it as part of a loop trail.

### **User conflicts/Safety/Danger**

Allowing regular rail traffic only a few feet from trail users would not make use of the trail very pleasant and may even be dangerous - especially given the track's current sorry condition. For the trail to be feasible, we believe the track should either be abandoned like most rail trails or limited to only occasional traffic like it currently carries. The same incompatibilities would apply to allowing the trail to be enveloped by an industrial complex like the proposed asphalt plant in Brush Prairie.

Concerned regarding the use of bicycles and horses too close together or horses can become spooked when approached from behind. I think there is room for both – planning is essential. It would also be important to have hard surface throughout for the purpose of cycling and multi-use.

Some areas are isolated could present safety issues and presents a connectivity issue.

I've heard concern expressed about horses and trains being close together.

I understand that some portions of the corridor do not have a clear multi-use (rail, path) designation.

Need to have an area to bike without vehicular traffic.

Grumpy neighbors.

I have concerns with trails close to tracks, for public safety. Barriers need to be in place to prevent people from getting on tracks and placed at least 8' on either side of tracks for tie replacement and other track maintenance. If horse trails are considered they need to be located far enough away from tracks so horses won't spook and endanger riders and horses.

**General**

Happy to have it. Would love it to go the full distance of 34 miles.

None! We would very much love having a trail; it would hugely improve the quality of living here!

## 10. Are there any other comments that you would like to share with us?

### Amenities

Please make sure that the trail is a paved surface for the entire length so it will be more useable.

I hope you have included restrooms and water fountains at trailheads and also parking.

Port-o-potties? Water? Picnic?

Safe crossings at road intersections.

Paved would be nice.

As a cyclist I'd need paved surfaces. Also I'd like to not worry about scaring someone's horse. And last, how about restrooms – portapotty fine – here and there?

I would be (am) a strong supporter of the “rail and trail” concept. I cannot, however, over emphasize how important it is to do a concurrent and integrated study that includes potential rail passenger transit. Many years ago there was a viable passenger service for people along the rail line [] in Brush Prairie. Signs still exist along the line showing where stations once were. There are many stories about the use of train and stations.

Offroad trails are very important in this growing population.

### Equestrian

Railroad access in at our driveway on 142<sup>nd</sup> Ave. We have horses as do many around us. Would love equestrian, bike, and dog walking trails. We are very excited. It would be wonderful to be able to ride our horses without having to haul them somewhere. Roads are too busy to ride or walk on.

Urge that a portion of any new trails allow equestrian access, particularly connecting trails to Battle Ground Lake trails and Bell Mt. Trail system.

The county needs to include equestrians in all trails and transportation projects. We are the largest horse county in Washington. King County and Benton County have horse trails and equestrian district zoning. We should plan for them, too.

I would love to see more horse trails in Clark County! I've seen horses, bicycles, people and dogs coexist peacefully on trails.

This is a wonderful idea! I hope that there is a way to make this trail for horseback riding, too! Thank you for all your time and energy!

Please consider allowing horse users access to at least part of trail-for personal reasons, north from Brush Prairie would be great. I think the 5 or so miles south, prior to BP might be higher in population density and that horses may not be welcomed by other users quite as much.

Please consider part of the trail to be softer footing for the horses - do not asphalt the entire width. We have so many horses around here in the county and so very few places to take them! I always envy people who live in towns or cities where there are more opportunities to walk/hike/jog/ride nearby. It would be a dream for me to have a trail built so close to our home!

### **Ideas for first phase**

We are very glad you are going forward with this project. While complicated, we believe it is a very important improvement to life in our area. Please persevere. Would love to see the BG to BG Lake section done first.

Believe the trails should begin at [can't read] at this time. Later connect with Vancouver Lake. Would like to see extension to the Cedars from BG Lake Park. Believe it would enhance or support groups in the Cedars.

Have paved trail adjacent to dirt trail suitable for running (less harmful to body). Start in Yacolt area, where it's less populated, easier to get more easement before the area fills in. Kids would use it to go swimming at Moulton Falls, etc.

We would like the trail to start either in Minnehaha or Yacolt, instead of a few miles in BG.

This is an awesome project, it would be one of the gems of Clark County because of location from Vancouver thru Battle Ground, Yacolt to rural north county, running through the heart of Clark Co. It will take years to achieve and many people will fight it but to persevere will pay dividends for future generations. Thought should be given to extending the trail to [?] Lake and over the Cascade Mountains, much like the sound to Mountain Greenway connecting Seattle with Snoqualmie Pass and Eastern Washington.

Should be paved for use by road bikes. One of the most valuable segments will be between Yacolt and Amboy Chelatchie Prairie. Currently, cycling there involved climbing many hills which is very difficult unless your in good shape. This will help open Amboy to cycling.

I would love the trail to be improved starting from the city of Battle Ground going north to BG Lake and continue on eventually to Chelatchie.

Thank you for initiating this trail development project. It has been desired/needed for a long, long time. Plan it and construct it as fast as fund allow. The bikeway should be paved with asphalt for road bikes to use. Horses and mountain bikes do not require pavement, in fact may prefer gravel or dirt surfaces. I firmly believe this trail will be extremely heavily used. Much like the Springwater Corridor in Portland.

For such a long trail, we think it's important to have several convenient junctions along the way to break it up into shorter sections. The property adjacent to the tracks just east of Caples Road in Brush Prairie would make a great trailhead parking area, restrooms, etc., and maybe even a public park. Another such trailhead could be the existing park-and-ride at Battle Ground's eastside park by the ball fields. And perhaps another could be somewhere near Battle Ground Lake. As a frequent commuter from Brush Prairie to Battle Ground, I'd love an alternative to risking my life cycling along narrow country roads. And a trail cutting across the countryside would be much more pleasant and healthful than all the fumes and traffic roar along the SR-503 path.

It would be real neat to have this route all the way from Chelatchie to downtown Vancouver. It would be great for riding bicycles.

### **Cnocerns**

We are totally opposed to this project!

What precautions would be made to keep people from going exploring on the trail and by doing so trespassing onto private property?

We do not want a public trail going through our private property!

In North Clark County along railroad there are many areas where it's very narrow – wooded a haven for lots of negativity. People move to rural areas for peace and quiet. Away from masses – this will not benefit owners in N. Clark Co. along railway. I strongly object to this project.

174<sup>th</sup> Court is a private road. We would be concerned about use of it to access Battle Ground Lake by either walker/joggers or horseback riders using a trail along the railroad.

I don't think that industrial use of the railroad is an appropriate use for the land. It would be a shame to see things like an asphalt plant along the trail. That would definitely be inconsistent with a trail for exercise and enjoyment of nature!

### **Support**

Build it.

I strongly endorse the trail. Land use planning should be used to encourage growth along the RR, also industrial use during non-commute hours. Must work with Oregon so commuters have a destination of value.

How will the trail be maintained and managed? I'm concerned about litter. I'm enthusiastic about a nice trail next to my property.

It would be awesome to have a beautiful, safe place to walk, bike and hike.

I think the idea of trails along side rails is a great idea and I support it. This will be a great asset to the county and communities affected. As stated above I do have concerns on safety because people and tons of rolling steel do not mix.

Trail users (from my experience) are responsible. Trails increase property values. I think this project is valuable to everyone and would be a real asset, especially to North Clark County.

Trails and open space accessibility for all to enjoy [in] Clark County.

I love the idea of a trail! But will it affect the wild animals and native plants? I hope not.

We use the trail at Moulton Falls with our two young girls. It has provided many enjoyable weekend outings. Our girls can ride their bikes with ease and enjoy the forest.

Go all out and get public land. Voter approve will pass.

I have visited numerous rail-trail projects throughout the country and find that they are a terrific resource. They usually greatly improve the quality of life, especially if they include links parks, to natural areas, or between residential and pedestrian friendly commercial areas. Clark County desperately needs these kinds of amenities to maintain/improve our quality of life, which will in turn attract economic development.

The Trail sounds great! I hope for our community that this project goes through.

This looks like a wonderful project. It would be a great access to Vancouver from Battle Ground and north to the reservoirs. There is a huge need for another safe, fun trail like Moulton Falls.

I would like to use such a great trail.

We are excited at this possibility! Hope it happens!

I am very excited to hear that there is going to be such a great trail created. I hope it goes in quickly so we can start using it regularly.

The proposed trail system is an excellent idea that would further residential amenities throughout Clark County. Rather than this reckless pursuit of industrial development along the railroad ROW the county should realize that the increase in land values and taxes that would result from a comprehensive trail system would represent a greater potential revenue stream.

I would LOVE to see this trail happen! How awesome to get some miles in for marathon training without having to lap a trail several times. My boys could ride their bikes for miles with the safety of not having cars on the trail. How beautiful, too, where the path is proposed. We would be so close with nature.

### **Other**

Parks and Recreation Trail book needs to be corrected. There is no direct trail connection between Lucia Falls Park and Hartwick Road trail head.

Don't cut my trees. Kids like to walk to the creek and fish. What is the noise factor?

Consider a multi-use trail and the community at large. Thank you. The Gilman Trail up in Seattle serves all in the community – good example.

### **Volunteers**

People who are excited about the prospect of a cross country trail need a way to get involved as volunteers. The Chinook Trail Association is a nonprofit organization dedicated to the development of trails. This could be a vehicle for a focus group to promote work parties on the trail.

Please build it! I will volunteer time if needed.

I'm from Kaiser Permanente and am excited to partner and assist in any way we can. Thank you!

Want to volunteer (Friends of \_\_\_\_\_ group?)

I would like to help with this project.

**11. How did you find out about this meeting? (open house only)**

