

Cowlitz

Regional Trails Plan



December 2006



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Prepared for:

Castle Rock

Kalama

Kelso

Longview

Woodland

Cowlitz County

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CHAPTER 1

INTRODUCTION

INTRODUCTION

Cowlitz County and its cities and communities are experiencing steady growth, especially since 2001. As more citizens settle into our communities, the demand for recreational opportunities continues to grow, as families want easily accessible and safe recreational opportunities close to home. Citizen surveys done for area park and recreation plans bear this out.

The Cowlitz Regional Trails Plan was developed to identify new and enhanced pedestrian and bicycle trails throughout the county. It is intended to be used to assist the cities and county in the development of new on and off-road trails and improvements or extension of existing facilities. With the adoption of this plan, eligibility for funding opportunities is greatly enhanced.

Recognition of recreational opportunities as an integral part of an area's "quality of life" is the first step in improving the lives of Cowlitz County citizens. This Regional Trails Plan, therefore, is an important first step in expanding those opportunities.

The ability of bicyclists and pedestrians to safely use public streets and separated pathways is an important part of fulfilling this quality of life. Increased walking and bicycling results in less automobile traffic on our streets, lessening street deterioration and costs for street repairs, and reducing air pollution, all of which contribute to a healthier community through increased exercise. Finally, increased gasoline prices have brought about a resurgence of bicycling and walking, with more people using these means for economic reasons. The development of trails also offers opportunities to preserve, enhance, and provide interpretation about the important elements of our natural environment.

This plan envisions a system of urban trails which provide an on- and off-street network of recreation, transportation, and wildlife habitat viewing corridors around the region. The trails are located and designed to provide neighborhood links to commercial areas, schools, parks, employment centers, wildlife habitat areas, and also promote green space.

It is important for area jurisdictions to acquire land or easements and begin to develop additional trails now so that as our communities grow, rights of way for trails are preserved, recreational opportunities are enhanced, and citizens have places to walk and ride bicycles as an alternative to driving. The purpose of this plan is to guide future trail development within the region in a manner that is unified and cohesive. The trails are intended to be developed in ways that are aesthetically pleasing, environmentally sensitive, and functionally sound.

BACKGROUND AND PLANNING PROCESS

The Cowlitz Regional Trails Plan is a product of collaboration by representatives from Cowlitz County, the cities of Castle Rock, Kalama, Kelso, Longview, and Woodland, the Port of Kalama, the Mount St. Helens Hiking Club, Byman's Bikes, and the local Volkssport chapter. They comprised the project steering committee.

The plan includes maps of the overall trail network, both existing and potential, and more detailed maps of trails within each city. It also includes a description of each trail, and proposed improvements needed to enhance the trail experience.

Promotion of on-street pedestrian and bicycle travel is also a goal of this plan, and desired on-street routes are shown on the maps. However, providing for on-street bicycle lanes and sidewalks will be accomplished by each city according to its development standards and capital improvements program. This plan, therefore, does not specifically define on-street connections between trails.

The Cowlitz Regional Trails Plan follows completion of the draft Cowlitz County Parks Facilities Plan in 2001 and an assessment of past trails planning efforts. The 1977 Cowlitz County Bikeway Plan, developed by the COG, bicycle planning by the City of Longview, and recent completion of park and recreation plans for Castle Rock, Kalama, Kelso, Longview and Woodland identified the need for a stand alone trails plan that addressed not only recreation aspects of trails, but the need for alternative transportation modes for travel to schools, work and shopping. Park plan surveys consistently showed that walking, hiking, bicycling and running are the area's more popular recreation activities. In addition, there is increasing attention given to non-motorized modes of travel around the Longview-Kelso urban area, as well as to and within the smaller cities in the region.

While past plans addressed potential sites and facilities for use as trails, no assessment had been accomplished to identify patterns of ownership, land use and other conditions that impact the actual viability of siting, building and maintaining trails and non-motorized corridors. This stand alone trails plan provides each local jurisdiction with an assessment of those conditions and a process for identifying, ranking and selecting trails for eventual acquisition, development and expansion. Importantly, the Cowlitz Regional Trails Plan Steering Committee helped develop the project's scope of work, defined target areas and communities upon which to focus trails planning tasks, and drafted goals, policies and objectives to guide local decisions. A major purpose of the plan is to increase eligibility of local jurisdictions for a greater range of grant funds.

Potential connections to existing trails were researched and decided upon by feasibility of land acquisition and potential for use. Staff also worked in conjunction with local school districts for input into proposed walking and bicycling routes to and from schools and other high traffic areas. In the Longview-Kelso urban area, field work was done to identify any barriers to the completion of proposed trails and links. All the existing and proposed trails are mapped and explained; the order of trail presentation represents the priorities of that jurisdiction.

RECOMMENDED ADOPTION PROCESS

The project steering committee and the Council of Governments board recommend the plan be accepted and implemented by Cowlitz County and the cities of Castle Rock, Kalama, Kelso, Longview and Woodland and other interested local governments as a guide for future trail development. In order for all the jurisdictions to be following the same standards, it is recommended that local governments:

- A. Adopt the Regional Trails Plan as an overall guide.
The Regional Trails Plan is designed to guide future trail development with the goal being the eventual development of an interconnected trail network built to the same or similar standards region wide.

- B. Adopt the goals and maps into your comprehensive and/or park and recreation plans.
Adopting the goals and mapped trails into comprehensive and/or park and recreation plans gives the jurisdictions the ability to directly develop new or extended trails or work with developers to incorporate trails in new development.

It is also recommended that each jurisdiction add a phasing plan for the development of trails in their plans. It is not recommended to add the entire trail network but to prioritize trail development and phase implementation accordingly.

- C. Develop common standards.
Adopting common development standards ensures that trail development between jurisdictions is compatible.

- D. Adopt projects into local Transportation Improvements Programs (TIPs).
Adopting trail projects into local Transportation Improvement Programs enhances opportunities for federal funding and prioritizes the projects against other regionally significant automobile and pedestrian oriented projects.

CHAPTER 2

DEMOGRAPHIC NEEDS ASSESSMENT

AREA POPULATION

Cowlitz County is the 12th most populous county in Washington State and ranks 28th in geographic size. The population of Cowlitz County has increased over sixty percent in the forty years between 1960 and 2000 (Table 1). The 2000 United States Census provides the most recent and accurate account of the population of the county and its jurisdictions, while the Washington State Office of Financial Management (OFM) forecasts population estimates between the census years. On the first of every April, OFM forecasts are issued and are often used for revenue distribution and program administration for local governments. According to the OFM, the 2004 population estimate of Cowlitz County was 95,300. From 2000 to 2004, the population increased 2.53% (Table 2) as retirees and commuters moved to Cowlitz County to take advantage of low housing costs, accessibility to nearby cities (Portland, Vancouver, Olympia, and Seattle/Tacoma), abundant recreation opportunities, and charming communities. Most people in Cowlitz County (58%) live in one of the incorporated cities of Longview, Kelso, Castle Rock, Kalama, or Woodland, while approximately 42% live in unincorporated Cowlitz County. The population in these unincorporated areas is increasing nearly 50% faster than in incorporated cities, suggesting a growing need for a trails system that serves growing unincorporated areas as well as individual cities.

	1960	1970	1980	1990	2000
Total	57,801	68,616	79,548	82,119	92,948
Change		10,815	10,932	2,571	10,829
Percent Change		18.71%	15.93%	3.23%	13.19%

Source: *CensusScope.org*

	Census 2000	Estimate 2004	Percent Change 2000-2004
Cowlitz	92,948	95,300	2.53
Unincorporated	38,792	40,000	3.11
Incorporated	54,156	55,300	2.11
Castle Rock	2,130	2,150	0.94
Kalama	1,783	1,950	0.94
Kelso	11,895	11,800	-0.8
Longview	34,660	35,340	1.96
Woodland (part)	3,688	4,060	10.08

Source: *Washington State Office of Financial Management*

For a more detailed analysis of population and demographic factors for each Cowlitz County jurisdictions, see local parks and recreation and comprehensive plans.

SENIOR POPULATION

According to the Centers for Disease Control (CDC), one hundred years ago, only 3 million people in this country were over 65 years old. Today, more than 36 million Americans are over 65; as baby-boomers age, that number is expected to reach over 80 million by 2050. Over 13% of Cowlitz County's population is older than 65, compared to the statewide average of 11.2%. The population of seniors has increased 12.2% between census years 1990 and 2000 and is expected to continue to grow steadily (Table 3).

	Census 1990	Census 2000	Percent Change
Washington State	571,403	662,148	15.9%
Cowlitz County	11,019	12,368	12.2%

Source: *United States Census Bureau*

Senior Statistics from the U.S. Census Bureau

- Seniors 65+ comprised 12 percent of the total U.S. population in 2004.
- Between 2003 and 2004, 351,000 people joined the 65+ age group.
- In 2050, seniors age 65 and older will make up 21 percent of the total population.
- Projected number of people who will be 65 or older in the year 2050 is 86.7 million.
- The projected percentage that the 65+ senior population will *increase* 147% between 2000 and 2050.

The increase in the number of aging adults triggers a higher demand for health care and social services. According to the CDC, about 80% of older adults have at least one chronic condition and 50% have at least two. Promoting physical activity is one of the few ways we can stem health care costs. Research has shown that those seniors with healthy, active lifestyles have half the rate of disability of those who are inactive. Providing trails is a low-cost opportunity for seniors to participate in healthy activities that improve their quality of life and decrease disabilities.

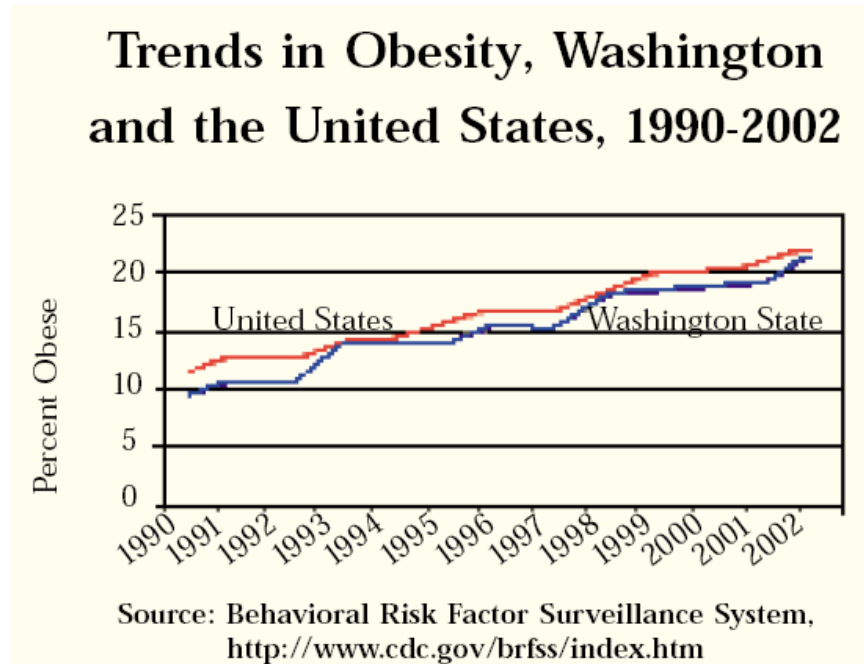
CHRONIC DISEASE AND OBESITY

Many chronic conditions are preventable with healthy lifestyle choices. Specifically, conditions that are linked with obesity, such as heart disease and type-two diabetes, are largely preventable with inclusion of physical activities such as walking and biking. Intra- and intercommunity trails provide a popular and inexpensive exercise option for age and economic groups within the community.

Sixty-eight percent of Cowlitz County's population is overweight, a higher percentage of overweight residents than the Washington State Average of 60% (Cowlitz County Health Department). The 1999-2000 National Center for Health Statistics and Nutrition Examination Survey (NHANES) indicate that approximately 64% of American adults are either overweight or

obese. The number of obese (highly overweight) people has steadily increased in both Washington State and the country in recent years (Figure 1). The financial implications of an overweight population are well documented; in 2000, the Surgeon General estimated that the annual direct and indirect economic consequences of obesity were over \$117 billion with most costs due to type 2 diabetes, coronary heart disease, and hypertension.

Figure 1.



Risks associated with overweight and obesity includes:

- Heart disease
- Type 2 diabetes
- Complications of pregnancy
- High blood cholesterol
- Stroke
- Hypertension
- Osteoarthritis
- Cancer (endometrial, colon, kidney, gallbladder, and postmenopausal breast cancer)
- Increased surgical risk
- Sleep apnea

* From "The Surgeon General's Call To Action To Prevent and Decrease Overweight and Obesity," 2001.

Implications for Children and Youth

The steady increase in obesity is also seen in our young adult populations: the percentage of young people who are overweight has more than tripled in the past two decades. The National Center for Health Statistics reports that in 2003-04, 17.1% of children and adolescents 2-19 years of age (over 12.5 million) were overweight. This rapid increase in obesity rates among youth has corresponded to other trends, including the reliance on sedentary entertainment such as television and video games, decreased enrollment in PE classes, and a decrease in physically active

transport to and from school as pointed out by the American Heart Association. Only one third of trips to school ≤ 1 mile and $< 3\%$ of trips ≤ 2 miles are made by walking or biking, resulting in a missed opportunity for a more active lifestyle.

Overweight children are likely to become overweight as adults unless they establish healthy eating and exercise patterns while they are young. Regular physical activity is critical for the prevention of abnormal weight gain and weight maintenance. The current recommendation for the amount of physical activity is 30 to 60 minutes of regular exercise daily. The promotion of regular exercise to children provides not only health benefits, but socialization through group participation in activities as well.

There is growing evidence of declining public health related to inactivity, and a need to address the role of outdoor recreation in helping to reverse this decline. Trail related activities such as walking, bicycling or jogging improve health and fitness when done regularly. According to the Centers for Disease Control and Prevention, moderate exercise on a regular basis has been proven to reduce the risk of developing coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression.

Physical Activity/Inactivity

The Surgeon General's report, *Overweight and Obesity at a Glance*, 2001, states the following findings and recommendations:

- Less than 1/3 of adults engage in the recommended amount of physical activity.
- 40 percent of adults in the United States do not participate in any leisure time physical activity.
- 43 percent of adolescents watch more than two hours of television each day.
- Physical activity is important in preventing and treating obesity and is extremely helpful in maintaining weight loss, especially when combined with healthy eating.
- Americans should accumulate at least 30 minutes (adults) or 60 minutes (children) of moderate physical activity most days of the week.

Incorporating walking into daily life as both transportation and recreation is a simple, low-cost plan for curbing the rising obesity rate, and provides opportunities to relax, learn, and socialize. Cowlitz County can encourage walkable/bikable communities that are pleasant, safe and close to home, connecting neighborhoods with schools, shopping and workplaces through the development of:

- Sidewalks, pedestrian/bike paths
- Connectivity to destinations
- Mixed uses, i.e. residential near commercial uses, work sites
- Open spaces

The Cowlitz Regional Trails Plan offers trail development recommendations for meeting the goals for improving the health and fitness of Cowlitz County residents.

CHAPTER 3

MISSION, GOALS & POLICIES

MISSION STATEMENT

To develop a network of trails and bikeways throughout the county that will interconnect jurisdictions, parks, open space, shopping areas, schools and other activity centers in order to offer alternative transportation and promote recreation and healthy lifestyles.

GOALS

These goals are intended to guide the county and the cities in the development of the trail plan network. It is suggested that these goals be adopted into each jurisdiction's comprehensive and/or parks and recreation plan.

Health and Wellness

- ◆ Establish and promote good health through the development and use of bikeways and pedestrian paths that link users with neighborhoods, community and recreational facilities, open space, commercial areas, schools, and other activity centers.

Infrastructure/Connectivity

- ◆ Improve the conditions for bicycling and walking, including safety, accessibility, comfort, convenience, and access for people with disabilities.

Alternative Transportation

- ◆ Reduce dependence upon automotive transportation where concentrations of population, shopping, employment opportunities, and community facilities are located.

Community Assets

- ◆ Promote the enjoyment, use, and conservation of recreational facilities, historic/cultural sites, scenic vistas, landscapes, wildlife habitat, and open space through a connected system of trails and bicycling networks.

Community Revitalization

- ◆ Encourage community and economic revitalization by creating and enhancing bicycling and pedestrian paths that draw visitors, improve property values, and enhance quality of life.

Funding/Capital Improvements

- ◆ Maximize the use of scarce resources through the coordination of planning and implementation efforts between local governments, special districts and potential funding sources.

POLICIES

Provision of Facilities

1. Establish land use and community development goals compatible with bicycle and pedestrian traffic through local comprehensive plans, transportation plans, recreation plans, historic resource inventories, and capital improvement plans.
2. Incorporate multi-use pedestrian facilities into all phases of transportation planning, new roadway design, roadway construction, capacity improvements and transit projects. Exceptional circumstances may preclude the inclusion of bicycling and walking facilities within an individual project, such as controlled access highways, or projects where the cost of accommodating bicyclists and pedestrians is high in relation to the overall project costs, when combined with likely level of use.
3. Bicycle and pedestrian ways should be established in new construction and reconstruction projects within the urbanized areas, unless one or more of two conditions are met:
 - a.) The establishment of bicycle and pedestrian facilities would be “contrary to public safety.” An example is a sidewalk bike path that compromises the safety of pedestrians, or if prohibited by law.
 - b.) The cost of establishing bikeways or walkways would be excessively disproportionate to the need or its probable use. “Excessively disproportionate” is defined as exceeding twenty percent of the cost of the larger transportation project.
4. Where project conditions would prohibit construction of bicycling and pedestrian facilities in the immediate future, design projects in such a manner so as not to preclude construction of bicycle and pedestrian ways at some future point. This would be particularly important in the design of intersections, bridges and interchanges.
5. Develop educational programs to inform people of traffic safety laws and the rights of bicyclists, pedestrians and motorists using the transportation network.
6. Place a high priority on serving urban core areas, high-density residential corridors and other major trip generators, such as schools, parks, retail centers and urban streets with transit stops.
7. Encourage land development patterns that allow an interconnected street network.
8. Utilize local development, subdivision and zoning ordinances to establish block length guidelines, building orientation standards, and other provisions that accommodate average trip lengths compatible with bicycle and pedestrian mobility. These guidelines should be based upon an average bicycle trip length of three miles or less, or 15 minutes; and an average pedestrian trip of one-quarter mile or less, with a maximum of one mile.
9. Review development and zoning/rezoning proposals for impacts on bicycle and pedestrian mobility.

10. Promote “green infrastructure” where appropriate and feasible for meeting stormwater, circulation, or other land development requirements, especially in circumstances where it can provide additional connections to the pedestrian/bicycling network.
11. Adopt tools and incentives to encourage development of an interconnected system of bicycling and pedestrian networks, through concepts such as planned unit developments, residential clustering, or a density bonus for dedication of pathways that could serve as meaningful links in the current or proposed system.
12. When permitted by law, create an impact fee formula to encourage developers to pay their share to the jurisdiction’s park and open space system based on their proportionate share of impact.
13. Identify areas that are deficient in parklands, open space, and trails and pursue the acquisition of land prior to losing the opportunity to private development.
14. Actively pursue outside sources of funds, including state, federal and private programs that encourage acquisition and development of parks, trails and open space.
15. When acquisition of land for trails is not feasible or is cost-prohibitive, pursue easements to allow public access along those pathways.
16. Promote the conversion of abandoned rail and other rights-of-way to trails.
17. Adopt the National Parks and Recreation Association (NRPA) recommendation as a goal for the provision of facilities. This standard recommends one mile of jogging/bicycling trail for every 2,000 persons. Based on the 2004 estimates of population for cities, towns and counties prepared by the Washington State Office of Financial Management (OFM), this rule of thumb would result in the following goals:

<u>Jurisdiction</u>	<u>Population</u>	<u>Trail Miles</u>
Longview	35,340	17.7
Kelso	11,800	5.9
Woodland	4,060	2.0
Castle Rock	2,150	1.1
Kalama	1,950	0.9
Unincorporated	<u>40,000</u>	<u>20.0</u>
Total	95,300	47.7

18. Address the needs of the disabled when designing transportation projects, particularly those involving bicyclists and pedestrian users. Ensure that the design, construction, operation and maintenance of facilities allow all pedestrians, including people with disabilities, to travel safely and independently. This includes facilities such as sidewalks, shared use paths, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways.
19. Construct pedestrian facilities which meet or exceed *Americans with Disabilities Act* standards.

Locational Criteria Policies

1. Connections that serve or link major trip generators such as schools, parks, retail centers and urban streets with transit stops should be given greater consideration than other links which serve relatively fewer people.
2. Give priority to bicycling/pedestrian connections between low-traffic streets to create more pleasant through routes for cyclists and pedestrians and to reduce the number of motor vehicle trips within and between neighborhoods.
3. Connect isolated islands of development, where economically feasible, to foster a greater sense of community.
4. Connections which are located on public lands or within a dedicated public right-of-way will be given preference over those requiring purchase of private property.
5. Evaluate designations of pathways and bike lanes based upon:
 - Accommodation of shared use by bicycles and vehicles (available lane space, traffic volume and speed, traffic mix, grade, presence of parking, etc.);
 - Sight distance, due to grade and natural/manmade obstructions;
 - Directness, continuity, and simplicity of the route;
 - Pavement and surface features (type, quality, maintenance, presence of hazards);
 - Delays or convenience due to traffic control devices;
 - Parking (amount, type, turnover rate);
 - Grade, as it affects desirability of the route as well as operational safety;
 - Availability of services (water, restrooms, secure parking);
 - Security, such as street lighting and parking;
 - Special features, such as historic, cultural, recreational or scenic values; and
 - Cost.
6. Signing of a shared roadway should indicate particular advantages to using that route over another. Establish a signed on-street bicycle route system over the street grid system to provide bicyclists with a higher level of service than alternate routes.
7. Consider alternatives to signing shared roadways, such as:
 - Adjusting traffic control devices;
 - Removing/restricting on-street parking;
 - Improving the riding surface;
 - Increased maintenance; and
 - Widening the curb lane/shoulder.
8. Discourage designation of sidewalks for bicycling use, especially when it prohibits bicyclists from using an alternate facility that would better serve their needs. Consider sidewalks only when:
 - the sidewalk provides bikeway continuity;
 - is uninterrupted by driveways; and
 - is located along a long narrow bridge.

9. Multi-use paths should be discouraged when adjacent to roadways, except with adequate separation (5 foot minimum), over short distances.

Design Policies

1. Promote coordination between local governments and potential funding sources to identify facility needs and develop facility standards. Adopt standards to ensure uniformity of facilities connecting different jurisdictions.
2. Develop a manual of specifications for design of pedestrian and bicycling facilities that will ensure safety and continuity of facilities between jurisdictions. Utilize the best currently available standards and guidelines. These include:
 - AASHTO's (American Association of State Highway and Transportation Officials) *Guide to the Development of Bicycle Facilities*,
 - AASHTO's *A Policy on Geometric Design of Highways and Streets*
 - ITE's (Institute of Transportation Engineers) recommended practice on *Design and Safety of Pedestrian Facilities*
 - WSDOT's *Pedestrian Facilities Guidebook*
 - Federal Highways Administration's *Selecting Roadway Design Treatments for Bicyclists*; and,
 - MUTCD (*Manual on Uniform Traffic Control Devices*).
3. Encourage innovation in engineering decisions to provide accessible, safe and convenient facilities. For example:
 - Collector and arterial streets should have a minimum of four feet for a striped bicycle lane; however, wider lanes may be necessary in locations with parking, curb and gutter, heavier and/or faster traffic.
 - Collector and arterial streets will have a minimum of four foot wide sidewalks on both sides of the street; however, wider sidewalks and landscaped buffers may be advisable in locations with higher pedestrian or traffic volumes and higher vehicle speeds.
 - Rural arterials should have a minimum of paved shoulder width of four feet; however, wider shoulders (or marked bike lanes) and accessible sidewalks and crosswalks may be needed in more rural areas, and where traffic volumes and speeds increase.
4. Improve safety and increase capacity while promoting alternative travel modes by re-striping or reconstructing streets to reduce the number of through travel lanes. Where appropriate, narrow four-lane urban streets, incorporate two-way left turning lanes, and add bicycling and pedestrian facilities. Use the following criteria for identifying roadways appropriate for this treatment:
 - Moderate volumes (8-15,000 ADT), up to 30,000 ADT as a maximum
 - Roads with identified safety issues
 - Transit corridors
 - Popular or essential bicycle routes and links
 - Main streets
 - Entertainment districts
 - Commercial reinvestment areas
 - Historic areas and scenic roads

5. When narrowing streets, examine the need for improvements that include traffic calming elements, such as street trees, roundabouts or bulbouts. Identify needed safety improvements to enhance cycling/pedestrian travel, such as reseating of storm drainage grates, or installation of signage.
6. Install signs along off-street routes to encourage safety and proper traffic flow.
7. Design bridges, overpasses, underpasses and other structures as needed along off-street paths to accommodate all users.
8. Install lighting in off-street paths within urban areas to insure the safety and security of those using the facility.
9. Encourage the construction of paved “safety shoulders” when building new roads and adding paved shoulders to existing roads in order to improve roadway safety, capacity and maintenance. A minimum of three feet is recommended. Provide paved shoulders along rural roads carrying more than 1,000 vehicles per day.
10. Build or retrofit arterials and collectors with wide curb lanes (minimum of 12 feet) to accommodate bicyclists.
11. Build and maintain street surfaces to avoid conditions unsafe to bicyclists and pedestrians.
12. Discourage installation of rumble strips along shared roadways frequently used by bicyclists. A clear path of at least four feet from the rumble strip to the outside edge of the shoulder is recommended.
13. Provide bike lanes where there is insufficient space on existing streets to safely accommodate an unmarked shared roadway. A minimum width of four feet is recommended, and increased to twelve feet when parking is allowed along the roadway. In rural areas, a minimum bike lane width of four feet is recommended.
14. Designate bicycle lanes only when adequate drainage is provided, drainage grates are safe, and all utility devices or markings are flush with the pavement surface.
15. Accommodate bicycle acceleration, deceleration and travel speeds in the installation, timing and operation of traffic detection devices and traffic signals.
16. Collect and evaluate annual accident data to identify potential remedial design needs.
17. Provide off-street routes on separated rights-of-way for non-motorized transportation that improves bicycle and pedestrian travel.
18. Design all multi-use, off-street facilities in urban areas at a minimum width of 10 feet.
19. Utilize geometric design standards appropriate to the average bicyclist for off-street multi-use facilities.

20. Avoid two-way travel in bicycle lanes. Consider allowing two-way traffic only when:
 - avoiding double crossings or sidewalks,
 - on the left side of a one-way street.
21. Design the intersections of off-street routes with streets so that only non-motorized vehicles may safely enter or exit the facility. Provide adequate opportunities for bicyclists and pedestrians to cross or merge with traffic.
22. Design off-street paths along active rail corridors in a manner that protects safety of those using the facility.
23. Provide ingress/egress points at regular intervals to increase safety along fenced trails so that users Avenue multiple opportunities to enter or exit the trail.
24. Provide street intersections and interchanges that encourage safety and ease of crossing for pedestrians and bicyclists.
25. Avoid paths with extended grades in excess of 5%, unless mitigation efforts are made, such as installing a wider pathway, signage, switchbacks, or guard rails. Follow the AASHTO grade scales for recommended path lengths for grades in excess of 5%.

Maintenance Policies

1. Improve bicycling and walking conditions and prevent deterioration or unsafe/impassable conditions through regularly scheduled maintenance of facilities. This includes seasonal sweeping, cutting vegetation to provide adequate clearance and sight distance, replacing or repairing signs, striping or grates, filling potholes and pavement cracks, and inspecting patchwork following utility work or other excavation.
2. Maintain local capital improvement plans so there is regular funding for the bicycle and pedestrian program in order to acquire rights-of-way, construct new facilities, retrofit inadequate facilities and refurbish older facilities. Include funding for facility evaluation, maintenance and repair.

CHAPTER 4

EXISTING AND POTENTIAL TRAIL SYSTEMS

Existing trails were studied to see how many and what kind of trails we currently have in the region. Also, the potential for expansion and possible trail connections are explored. The trail numbers below correspond to the numbers on each of the attached trail system maps.

Castle Rock Trail System

Currently, the City of Castle Rock has a population of 2,150 and 2.2 miles of trail. Castle Rock's recent facilities have increased the trail system throughout the community. According to the National Parks and Recreation Association standards they exceed the minimum by 1.1 miles (see City of Castle Rock map), and currently have five miles of proposed trails within the City limits.

Existing Off-Road Trails

1. Riverfront Trail (West)

The Riverfront Trail runs along the west side of the Cowlitz River from Green Acres to Camelot. The majority of the trail is proposed except for a portion in the middle from Mosier Road to Whittle Creek.

2. Riverfront Trail (East)

The Riverfront Trail runs along the east side of the Cowlitz River from Lions Pride Park to the intersection of N. Huntington Avenue and SR 411. The trail is paved and lighted.

3. The Rock Community Park Trail

The City is named after this rock formation which has a trail to the top of the hill where a picnic shelter and a bench are located.

Potential On-Road Trails

4. Cowlitz Street Jogging Trail

The trail is on-street, it follows Cowlitz Street from Winfield Drive to the end turning south on 3rd Street and then across the A Street bridge where it continues to Umiker Road.

5. Front Avenue Trail

This trail is on-street from Dike Road to Spirit Lake Memorial Highway where it ties into the Riverfront Trail (East).

6. Buland Drive/Pioneer Street Trail

This is an on-street trail that completes a loop with the Front Avenue Trail. It follows Buland Drive from the Riverfront Trail east to Pioneer Avenue, following Merrill north to Spirit Lake Memorial Highway.

7. Frontage Road Trail

This is an on-street trail that follows the Frontage road on the east side of Interstate-5 through Castle Rock.

Kelso Trail System

Currently, the City of Kelso has a population of 11,800 and 5.9 miles of trails. According to the National Parks and Recreation Association standards, they meet the minimum requirement for the population, and have 26 miles of proposed trails (see City of Kelso map).

Existing Off-Road Trails

1. Cowlitz River Trail System

This trail follows the Cowlitz River dike from Cowlitz Gardens to Mill Street. The trail is paved and lighted.

2. Coweeman River Trail System

This trail follows the Coweeman River dike from Talley Way to Tam O'Shanter Park ending at Allen Street and Corduroy Road. The trail is gravel with a series of park benches.

3. Burcham Street Stairs

The stairs provide a pedestrian connection to upper/lower ends of Burcham Street and also provide an access for students walking to Huntington Middle School on the weekdays.

4. Allen to 7th Avenue North Stairs

These are stairs that connect Allen Street and 7th Avenue North in a north/south direction.

Potential Off-Road Trails

5. Kelso Railroad Trail

This trail would serve as a connecting route to west and east Kelso and help to complete a loop around the city. The proposed dike trail would continue south from the south end of the existing trail at Yew Street and follow the railroad tracks. From Yew to Hazel Street the railroad tracks are narrow; therefore, the trail would take an alternate path. One route follows South Pacific Avenue between Yew and Hazel Street, re-entering the dike at the railroad tracks. The second alternative would follow Yew Street to 7th, and 7th to Walnut until it connects with 13th Avenue. From there the route heads south on 13th and west on Hazel Street until it reaches the railroad tracks, which connects to the existing Coweeman River Trail off of Talley Way.

6. Cowlitz Gardens Trail Extension

This trail would be a northward extension of the existing Cowlitz River Dike Trail. The trail would continue north of Barnes Street and continue down the dike to Cowlitz Gardens, a trailhead with easy access and parking. This trail would serve as a connecting point for other Kelso city trails.

Potential On-Road Trails/Paths

7. Cowlitz-Coweeman On-Street Connection

Some on-street connections are necessary in order to make an entire loop trail around the city of Kelso. The northern portion of the loop would be on-street, and connects the north end of the Cowlitz River Dike with the north end of the Coweeman River Dike Trail. The route leaves the Cowlitz River dike at Barnes Street and runs east until it reaches Bowmont Avenue. The trail runs south down Bowmont and across to North Kelso Avenue, following it to Burcham Street and going east, up the stairway located adjacent to Huntington Middle School. At the top of the stairs, the trail continues east on Burcham to 7th Avenue and turns northeast, across the I-5 overpass to Minor Road. At Minor Road, the trail travels south until it reaches Burcham, where it branches to the east near Butler Acres Elementary School. At Bates Road, it turns north and then east on Bloyd. From Bloyd, it heads south down 22nd Avenue and connects into 23rd Avenue south to Allen Street. The trail follows Allen Street to the east until it reaches the connection with Coweeman Dike Trail across from Corduroy Road.

8. Allen Street

This on-street trail would serve as a connection between east and west Kelso as well as the Cowlitz and Coweeman dike trails. It would follow Allen Street west from Corduroy Road, across Allen Street Bridge, connecting with West Main Street to Cowlitz Way.

9. Kelso Drive

This trail would allow for connections to the south. The trail would start at Minor Road on the east side of I-5, and follow it south where it turns into Kelso Drive and then following it to Old Highway 99.

10. Grade Street Loop

This on-street trail would connect the Kelso Drive trail and the Cowlitz-Coweeman connection and guide pedestrian access near the Three Rivers shopping area. It would follow Grade Street from its intersection with Kelso Drive northwest turning north on 5th Avenue, east on Crawford and north on 7th Avenue until it connects with Burcham Street.

11. Mill Street

This trail would provide pedestrian access through the downtown area. It would travel west on Mill Street from Grade Street to South Pacific Avenue.

12. Wallace Trail

This trail would serve the neighborhood around Wallace Elementary School and provide access to the Lads and Lassies Park. The trail will travel south along 11th Avenue starting at Mill Street, turning west on Elm Street, south on 5th Avenue until it ties into Yew Street. This trail also acts as a connection between the downtown area and Kelso Railroad Trail.

Longview Trail System

Currently, the City of Longview has a population 35,340 and 9.7 miles of trail. According to the National Parks and Recreation Association standards, they don't meet the minimum standard of 17.7 miles. There are 90 miles of proposed trails in Longview (see City of Longview map).

Existing Off-Road Trails

1. Lake Sacajawea Trail

Gravel trail around Lake Sacajawea. This 3.6 mile trail circles the park and consists of pedestrian bridges, benches, and lighting.

2. Pacific Way Trail

This trail follows the dike along ditch #6 on the south side of Pacific Way. The trail is gravel from 30th Avenue to 48th Avenue. The issue with this trail is that it is gated when it reaches the Mint Valley Golf Course.

Potential Off-Road Trails

3. Robbins Street-Dike Road Trail

This trail would give the Robbins Street neighborhood access to the Cut-Off Slough and Pacific Way trails. The trail would start at the north end of Robbins Street, at Mark Hoehne Park, and continue along the ditch to the west of Robbins Street behind a cluster of homes. The trail would follow the ditch as it turns north and eventually connects with Ditch #6. The trail would follow Ditch #6 and connect onto Dike Road, eventually crossing 48th Avenue and connecting with the Pacific Way Trail. The trail would connect to Cut-Off Slough by following the ditch east from Mark Hoehne Park, with several crossings over the north and south sides of the slough until it meets the proposed Cut-Off Slough entrance at Olympia Way.

4. Pacific Way Trail

This trail follows Ditch #6 from 30th Avenue west to 48th Avenue. A connection between this trail and Cut-Off Slough Trail can be made via an on-street connection by heading south on 48th Avenue to Olympia Way, where it leads onto the Cut-Off Slough Trail. The east section of this trail (from 38th to 30th) is already in existence and maintained by Longview Parks and Recreation. Between 38th and 36th Avenue is another connecting link to the Cut-Off Slough trail along a side ditch running to the south. The Ditch #6 trail would serve as a connection to other West Longview trail systems. The trail is already constructed; made of fine gravel on top of the dike for its entire length.

5. Cut-Off Slough Trail

This off-street trail would serve as a major connection route for the Longview trail system. The trail would start east of 48th Avenue with the entrance on Olympia Way, and run along Cut-Off Slough until the intersection of Olympia Way and 32nd Avenue. The trail entrance at 48th and Olympia Way could also serve as an on-street connection to the Ditch #6 trail (along Pacific Way), and has room for on-street parking. The trail follows the slough, around and behind the neighborhoods of West Longview. The trail crosses over 48th Avenue and continues along the slough, crossing 44th and 42nd Avenues, parallel to the southern border of the city golf course. After the trail crosses 38th Avenue, it continues along the slough, with a

link running to the north connecting Cut-Off Slough to Ditch #6. The trail continues along Cut-Off Slough until it reaches Jimmer Place, where a link is needed to cross south on Ocean Beach Highway in order to reach the Olive Way Trail. The trail continues east along Cut-Off Slough until it intersects with Olympia Way, where there is a vacant lot at the trailhead that could accommodate parking, if acquired.

6. Olive Way Trail

This trail would begin at Mt. Solo Middle School on Mount Solo Road and run parallel to the ditch along the Olive Way right-of-way until it reaches 35th Avenue. The trail would be an off-road trail until it reaches Olive Way. The ditch has culverts for crossings at 44th and 38th Avenues. Another link to the Cut-Off Slough Trail follows a ditch running north along 35th Avenue and crossing Ocean Beach Highway. The Olive Way Trail would serve as a connecting route to other West Longview and downtown Longview trails. The City of Longview owns the majority of the property because of proposed future developments.

7. Olive Way-Cut-Off Slough Connection

This small section would serve as a connection between the Olive Way Trail and Cut-Off Slough Trail. The trail would run along the ditch on 35th Avenue, between Memorial Park Drive and Ocean Beach Highway. On the north side of Ocean Beach Highway the trail would follow the CDID #1 maintenance driveway into Cut-Off Slough.

8. Cut-Off Slough-Pacific Way Connection

This trail would serve as a connection between Cut-Off Slough and Ditch #6 (Pacific Way Trail). It runs south from Ditch #6 between 38th and 36th Avenues and runs along the west side of a small ditch. The trail follows the ditch, and would cross over Pennsylvania and Oak streets, connecting with Cut-Off Slough Trail.

9. Morse Park Way Connection

This trail would serve as a link to the Olive Way Trail and the Mount Solo Village Trail. It would connect Mount Solo Road to the Olive Way Trail from the intersection at Mount Solo Road and Morse Park Way. The trail would run through Roy Morse Park and under the power transmission corridor until it joins the ditch along the Olive Way Trail.

10. Mount Solo Village Trail

This trail would serve as a connection route from the Mount Solo Village and Island Drive developments to other West Longview and Willow Grove trails. A horseshoe-shaped trail along Island Drive connects through the street system to Willow Grove Road. The eastern end of this short trail connects to a ditch owned by CDID #1 (following on the easterly side) and joins an existing trail on the west side of the Mount Solo Village development. The trail would continue out of Mount Solo Village along the ditch and end behind Cowlitz 2 Fire Station on Ocean Beach Highway. Another connection exists between Mount Solo Village and Morse Park Way.

11. Solo View Drive Trail

This trail would serve as a connection route for the Ridgecrest development area to other West Longview trails. The trail would follow a gravel road up the hill under the power transmission corridor from Memorial Park Drive to Solo View Drive.

12. Ridgecrest Court Trail

This trail would serve as a connection route for the Ridgecrest development area to other West Longview trails. The trail would come down off of the south side of Mount Solo at Ridgecrest Court and tie into Mount Solo Road.

13. Mount Solo Road Trail

This trail would serve as a connection trail for the Industrial Way, West Longview, and Willow Grove area trails. This trail would start at the intersection of Mount Solo Road and Memorial Park Drive (at Longview Aluminum) and run along the south side of Ditch #10. The trail would run west and cross the driveway of Backyard Garden Products, and continue along the south side of the ditch. The trail would eventually connect into the Willow Grove Road Trail.

14. Memorial Park Drive Trail

This trail would start at the intersection of Ditch #3 and Ditch #5 and run north along Ditch #5 to 38th Avenue. The trail would continue across 38th Avenue and follow Ditch #5 along Memorial Park Drive to Mount Solo Road, where there is a large gravel area for parking. The trail could run on either side of the ditch. The Ditch #5 Trail would serve as a good connection to other trails in the industrial area and West Longview.

15. Mint Farm Trail

This trail would be a connecting link for the industrial area and West Longview trails. It would follow a small ditch through a pasture from the intersection of Washington Way and Industrial Way to Memorial Park Drive. The trail would first go through an open area along the ditch and cross the railroad track, and then it would continue through the pasture and connect to Memorial Park Drive.

16. Industrial Way Trail

This trail would run from the intersection of Ditch #5 and Ditch #3 (west of Prudential Boulevard) along the north side of Ditch #3 and parallel to the railroad tracks until it reaches Oregon Way. At the intersection of Oregon Way and Industrial Way, the trail heads in a northeasterly direction, following the ditch and the railroad tracks behind the businesses located along Industrial Way. The trail would cross California Way and continue on as the 3rd Avenue Trail. The trail is connected to the 3rd Avenue Trail on the east and the Memorial Park Drive Trail on the west.

17. Washington Way-Industrial Way Connection

This trail would run along Ditch #1 across from 32nd Avenue and Washington Way, south to Industrial Way. The trail would connect the 32nd Avenue Trail to other trails along the Industrial Way corridor. There is room for a trail on both sides of the ditch and is already in frequent pedestrian use.

18. 32nd Avenue Trail

This trail would start at the intersection of Ocean Beach Highway and 32nd Avenue. It runs south along the west side of 32nd Avenue as an on-street trail until Michigan Street. At Michigan, the trail goes off-street and runs along Ditch #2. When the trail meets Maple Street it follows the ditch behind houses on 32nd Avenue. The trail continues behind these houses until Fir Street, where it follows the ditch along 32nd Avenue. At Dover Street the trail would have to become an on-street trail along 32nd Avenue until it reaches Washington Way. Washington Way would serve as a connection to this trail for downtown Longview and industrial area trails. Washington Way has a trail that runs parallel along the entire length of the road on the east side.

19. 3rd Avenue Trail

This trail starts at the intersection of Ditch #3 and Ditch #4 (Industrial Way and 3rd Avenue). The trail runs north along Ditch #4 and parallel to Third Avenue, with crossings at the entrance to Home Depot and at Tennant Way. The trail continues north under the Tennant Way overpass, across Frontage Road and up onto the dike located behind businesses fronting on 3rd Avenue. The trail leaves the dike and crosses Hudson Street, and continues along a ditch between 7th and 3rd Avenue, ending at Peardale Lane. At Peardale, an on-street connection is needed in order to run east to the Cowlitz River Dike. This trail would serve as a connection to other trails in the industrial area, along the Cowlitz River, and to downtown Longview.

20. Cowlitz River Dike Trail

This could serve as a major dike trail with connections to many trails leading to downtown and the industrial area trails. It starts on West Side Highway at Nevada Drive and runs south along the Cowlitz-Columbia railroad tracks to Fishers Lane, where it crosses West Side Highway and runs along the dike south to Gerhart Gardens. (Nevada Drive is also an on-street link to other West Longview trails, running the length of Nevada Drive into Laurel Park Drive and connecting to the Pacific Way Trail.) The section of the trail from Allen Street to Gerhart Gardens is currently under study by the city of Longview. From Gerhart Gardens, the trail continues south along the Cowlitz River under the SR 432 overpass, under the railroad trestle and along a peninsula jutting into the Cowlitz River.

21. Peardale Lane Connection

This trail would serve as a connection between the 3rd Avenue trail and the Cowlitz River Dike trail. The trail would be an on-street trail that would run east along Peardale Lane, cross 3rd Avenue and run along side a parking lot up onto the Cowlitz River Dike.

On-Road Trails/Paths

- 22.** Ocean Beach Highway, Cowlitz Way to Willow Grove Connection Road
- 23.** 42nd Avenue, Pacific Way to Industrial Way
- 24.** 38th Avenue, Pacific Way to Industrial Way
- 25.** 32nd Avenue/Alabama Street, Washington Way to Oregon Way
- 26.** Pennsylvania Street, 38th Avenue to 30th Avenue
- 27.** Oak Street, 38th Avenue to 30th Avenue
- 28.** Hemlock Street, 32nd Avenue to Nichols Boulevard
- 29.** Beech Street, Washington Way to Oregon Way
- 30.** 26th Avenue, Nichols Boulevard to Industrial Way
- 31.** 20th Avenue, Washington Way to Industrial Way
- 32.** Hemlock Street, Kessler Boulevard to Washington Way
- 33.** Maple Street, Olympia Way to 7th Avenue
- 34.** Olympia Way, Kessler Boulevard to Maple Street
- 35.** Hudson Street, Washington Way to 3rd Avenue
- 36.** 15th Avenue, Ocean Beach Highway to Oregon Way
- 37.** Vandercook Way, Washington Street, to Maple Street
- 38.** 14th Avenue, Vandercook Way to Tennant Way
- 39.** 12th Avenue, Vandercook Way to Tennant Way
- 40.** Douglas Street, Kessler Boulevard to 7th Avenue
- 41.** 7th Avenue, Douglas Street to Washington Way
- 42.** Washington Street, Vandercook Way to 1st Avenue
- 43.** Washington Way, Civic Circle to Industrial Way
- 44.** Louisiana Street, 32nd Avenue to Civic Circle
- 45.** Florida Street, 20th Avenue to 7th Avenue
- 46.** Oregon Way, 15th Avenue to Lewis and Clark Bridge
- 47.** 48th Avenue, Oriole Court to Pacific Way
- 48.** Ohio Street, 48th Avenue to Greenway Avenue
- 49.** 46th Avenue, Ohio Street to Evergreen Street
- 50.** Mount Solo Road, Ocean Beach Highway to Industrial Way
- 51.** 30th Avenue, Pacific Way to Ocean Beach Highway
- 52.** Tennant Way, Nichols Boulevard to Interstate 5
- 53.** California Way, Nichols Boulevard to 3rd Avenue
- 54.** Laurel Road, Pacific Way to Columbia Heights
- 55.** Columbia Heights Road, Long Avenue to Nevada Drive
- 56.** Cascade Way, Ocean Beach Highway up City View
- 57.** Pacific Avenue, 30th Avenue to Ocean Beach Highway

Kalama Trail System

Currently, the City of Kalama has a population of 1,950 and 0.6 miles of trail. According to the National Parks and Recreation Association standards, they don't meet the minimum mileage requirement and have 5.3 miles of potential trails (see City of Kalama map).

Existing Off-Road Trails

1. Kalama Marina Trail

This trail passes through the marina, Marina Park, Louis Rasmussen Park and has a pedestrian overpass over the railroad tracks allowing connection to the downtown area.

2. Industrial Trail

This multi-use gravel trail traverses through the industrial park. It branches south from West Kalama River Road and makes a loop back to Fisherman's Loop Road.

3. Kress Lake Trail

This trail makes a loop around Kress Lake (located off Old Highway 99).

4. Ship Watch Trail

This trail is provided for the Ship Watch residential development. It is an off-road connection between Ship Watch Road and Waters Watch Circle.

Potential On-Road Trail/Paths

5. Frontage Road Connection

This trail would branch north from the railroad overpass. It would travel north on Frontage Road, west over I-5 on Oak Street, turning north again on Hendrickson Drive, connect with the Industrial Trail, branch east off-road along the Kalama River under the freeway and connecting to Kalama River Road.

6. Meeker Drive Trail

This is another alternative to the Frontage Road Connection. It would follow the Frontage Road and branch east on Kingwood Street, turn north on Meeker Drive and tie into Kalama River Road.

7. Elm Street

This trail would connect the Marina Trail with the school. It would start at the railroad overpass, traveling east up Elm Street to the school district property.

8. Marina Extension Loop

This trail would extend south from the Kalama Marina Trail along Hendrickson Drive, cross over I-5 on Robb Road, and turn north on Old Pacific Highway tying into the railroad overpass. This would make a loop on the south end of town.

9. Cloverdale Road

This trail would serve as a connection between Kalama and the City of Woodland by traveling south on Cloverdale Road. From there, it becomes a Cowlitz County trail.

Woodland Trail System

Currently, the City of Woodland has a population of 4,060 and 2.6 miles of trail. According to the National Parks and Recreation Association standards, they exceed the minimum by .65 miles and have 34 miles of proposed trails (see City of Woodland map).

Existing On-Road Trails/Paths

1. Horseshoe Lake Trail

The city's only trail makes a loop around Horseshoe Lake. It follows Lakeshore Drive south, turns west on Pinkerton Drive, north on South Pekin Road, east on Davidson Avenue, northeast on Georig Street, and east on Park Road where it ties into Lakeshore Drive again.

Potential On-Road Trails/Paths

2. Downtown Loop

This trail would provide an on-street loop around the downtown area. It would travel north on North Pekin Road, east on West Scott Avenue, south on Down River Road, east on Mitchell Avenue, south on Glenwood Street, east on Beechwood Street, south on Park Street and west on Davidson Avenue tying back into North Pekin Road. The trail surface would be raised sidewalks.

3. Dike Road Loop

This trail would complete a loop along Dike Road. It would follow Dike Road south along the Columbia River, turning north on Kuhn Road, east on Whalen Road, north on South Pekin Road, continuing on North Pekin Road, west on Guild Road, north on Robinson Road connecting into Dike Access Road. The trail would also have access on all the cross roads such as Dike Access Road, Caples Road, and Whalen Road.

4. Lewis River Road Trail

This trail would connect downtown Woodland with the more populated northeast side of town. The trail would start at the intersection of Lewis River Road and Buckeye Street, traveling northeast along Lewis River Road through the city and then becoming a County Trail.

5. South Pekin Extension

This would be an extension to the Horseshoe Lake Trail. It would travel south from the intersection of Pinkerton and South Pekin to the Lewis River.

6. Green Mountain Road Trail

This trail would be serving as a connection with the City of Kalama, tying into their Cloverdale Road trail. It would start at the intersection of North Georig and Lewis River Road and travel northwest turning north on Green Mountain Road and become a county trail.

Potential Off-Road Trails

7. Lewis River Trail

The Lewis River trail would be a scenic trail along the Lewis River. It would begin on the east side of the airport and travel north along the river, connecting with Lewis River Road south of Cherry Blossom Lane, and branching off-road again at North Goerig Street. It would then follow the river and cut north up to Fir Lane.

Cowlitz County Trail System

Currently, Cowlitz County has a population of 95,300 and lacks trail mileage for its population. The county has 237 miles of proposed trails (see Cowlitz County maps 1-3).

Potential On-Road Trails/Paths

1. SR 411 Trail

This trail would follow SR 411 from the north county line to Fishers Lane in Kelso.

2. Quick Road Loop

This trail would be a bicycle loop that travels north on Umiker Road, east on Quick Road and tie into the SR 411 Trail.

3. Spirit Lake Memorial Highway Trail

This trail would start at exit 49 off Interstate 5 and travel northeast up the memorial highway to the Mount St. Helens National Monument.

4. Tower Road Loop

This trail would be a loop off of the Spirit Lake Memorial Trail. It would travel northeast along the entire length of Tower Road.

5. Headquarters Loop

This trail would create a loop off of the Castle Rock Frontage Road Trail. It would branch off of Spirit Lake Memorial Highway at Silver Lake Road South, travel south and tie into Headquarters Road, then southwest down to Interstate-5 and tie into the Frontage Road.

6. Delameter/Coal Creek Trail

This trail would connect Castle Rock to West Longview. It would follow Delameter Road southwest, tying into Coal Creek Road traveling south to Ocean Beach Highway.

7. Hazel Dell Loop

This trail would create a loop for the SR 411 Trail. From SR 411 the trail would branch west on Delameter Road, south on Hazel Dell and tie back into SR 411 north of Lexington.

8. Riverside Park Trail

This trail would be a non-connecting route and would serve the Lexington community around Riverside Park. The trail would run in a horseshoe pattern around Riverside Park, starting at the intersection of the Cowlitz River Dike and West Side Highway, north of

Solomon Road. The trail would run along the top of the dike the entire way, until it connects again with West Side Highway, south of Ponderosa Drive. Its entire length is an existing trail made of fine gravel on top of the dike.

9. Holcomb Loop Trail

This trail would start at the intersection of North Pacific Avenue and Barnes Street and travel north to Cowlitz Gardens Drive, tying into Holcomb Road making a loop and tying into Kelso Drive.

10. Mt. Brynion Trail

This trail would follow Mt. Brynion Road in its entirety.

11. Nevada Drive

This trail would link the SR 411 Trail to the Columbia Heights area. It would follow Nevada Drive.

12. Lone Oak Loop

This trail would serve as a loop for the Columbia Heights-Lone Oak neighborhoods. It would follow Columbia Heights Road north from the intersection of Laurel Road, tie into Lone Oak, traveling southwest to Pacific Way.

13. Harmony Road Trail

This trail would follow Harmony Road.

14. Stella Road Loop

This trail would make a loop with Ocean Beach Highway for the Stella, Eufaula Heights neighborhoods. It would start on Harmony Drive and turn south on Stella Road continuing west, turn north on Fall Creek Road, south on Germany Creek, and tie into Ocean Beach Highway.

15. Willow Grove On-Street Connection

This trail would serve the Willow Grove area population and connect to other west Longview trails. The trail would run from the east entrance of Willow Grove Road and continue west, making a full circle around the Willow Grove Loop.

16. Rose Valley Road Trail

This trail would serve the Rose Valley community traveling the entire length of Rose Valley Road.

17. Mt. Pleasant/Kool Road Loop

This trail would make a loop for the Mt. Pleasant area. It would start at the intersection of Old Hwy 99 and Kool Road and travel east, turning southwest on Mt. Pleasant Road and tying back into Old Hwy 99.

18. Kalama River Road Trail/Path

This trail would follow Kalama River Road to its end.

19. Green Mountain Road Trail/Path

This trail would serve as a connection between the cities of Kalama and Woodland. It would follow Cloverdale Road out of Kalama and tie into Green Mountain Road traveling south to Woodland.

20. SR 503

This trail would connect the City of Woodland with the Cougar area. It would travel east on SR 503 out of Woodland to Yale turning south and ending at the county line.

Potential Off-Road Trail

21. Lexington-Beacon Hill School Trail

The Lexington – Beacon Hill School trail is a concept to connect the Lexington community with the Beacon Hill Elementary School and Beacon Hill community which is immediately west and uphill from Lexington. The trail, as conceived at this point, would start at the west end of Sparks Drive, traverse county owned property (acquired as part of the Lexington flood control zone district), proceed uphill at a grade acceptable as a pedestrian/bicycle trail, and terminate at the Beacon Hill Elementary School site. Since the trail would have to cross privately owned properties that are between the county and school district properties, easements would have to be negotiated with private property owners. It may be possible to locate the trail along property lines in this vicinity.

CHAPTER 5

CAPITAL FACILITES

The capital facilities piece will have two elements.

1. **Evaluation Criteria.** Each jurisdiction can rank their trails against the criteria and include them in their Capital Facilities Plan.
2. **Development Standards.** It is recommended that common development standards be adopted by each jurisdiction. This will ensure that trails linking communities will be built to the same standards.

EVALUATION CRITERIA

Key Factors

1. Improves, repairs, extends, adds amenities and eliminates gaps to existing trails. For example: paving, lighting, benches, landscaping, restrooms and widening.
2. Links existing facilities such as parks, open space, shopping areas, schools, employment centers and other activity.
3. Provides recreational opportunity for anticipated development areas or neighborhoods with deficiencies.

Other Considerations

1. Does it connect isolated residential development?
2. Does it serve areas where transit is unavailable?
3. Is land acquisition needed/is land available?
4. Is the trail multi-use (for example bicycle, pedestrian, skateboards, etc.)?
5. Does the trail promote functional “green infrastructure” or recreational open space?
6. Does it serve special populations? For example: elderly, families, low and moderate income, persons with disabilities?

DEVELOPMENT STANDARDS

Bicycle Standards: Refer to American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Trail Standards: Refer to Interagency Committee for Outdoor Recreation (IAC) standards for trail development. This will maintain consistency between jurisdictions and provide for funding opportunities.

Transportation Standards: Refer to Institute of Transportation Engineers (ITE) for pedestrian's safety.






Unit Cost Analysis: Refer to the unit cost of materials necessary to build the trail, including type of trail, right-of-way considerations, if any, and other elements related to design, engineering and construction of the facility.

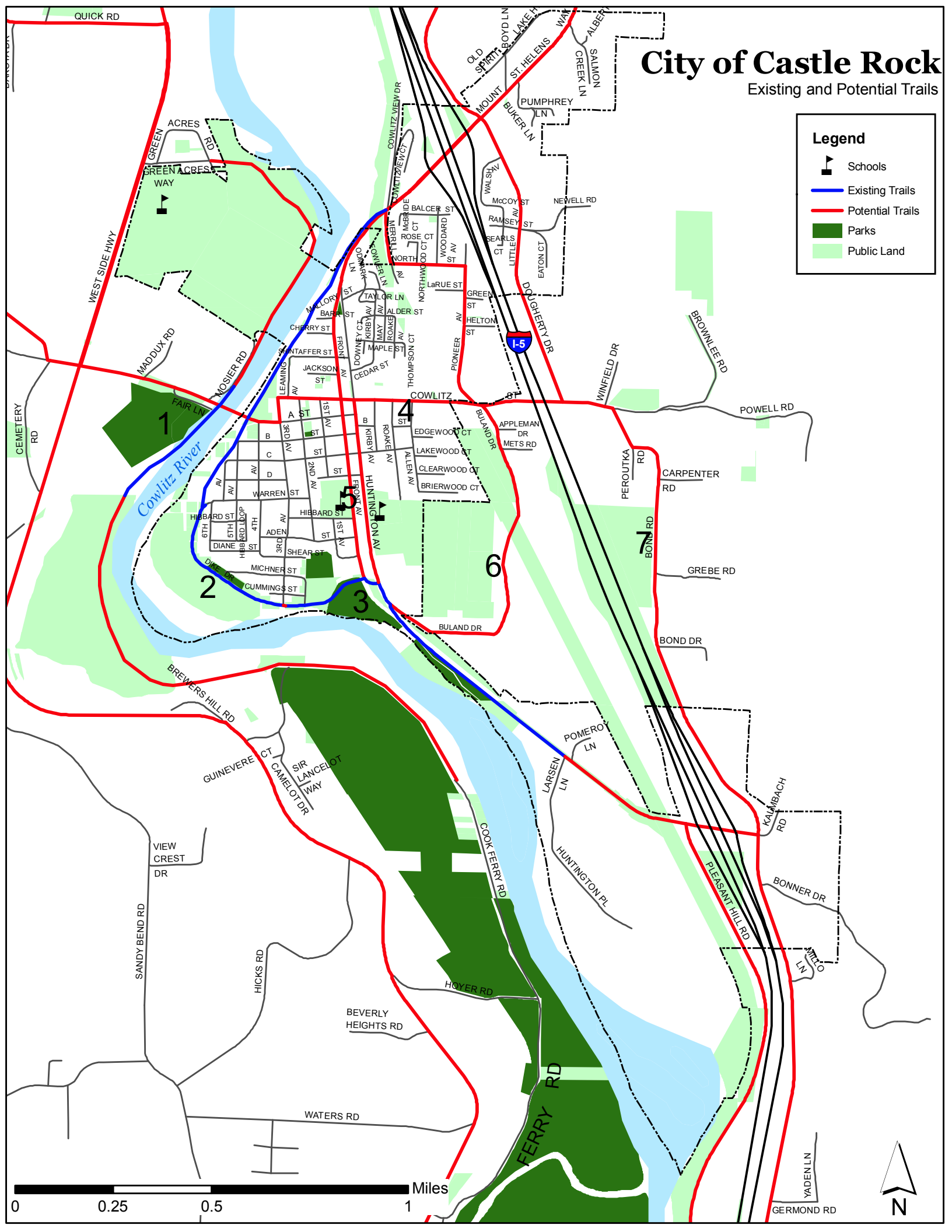
All of the above also need to meet Americans with Disabilities Act (ADA) standards.

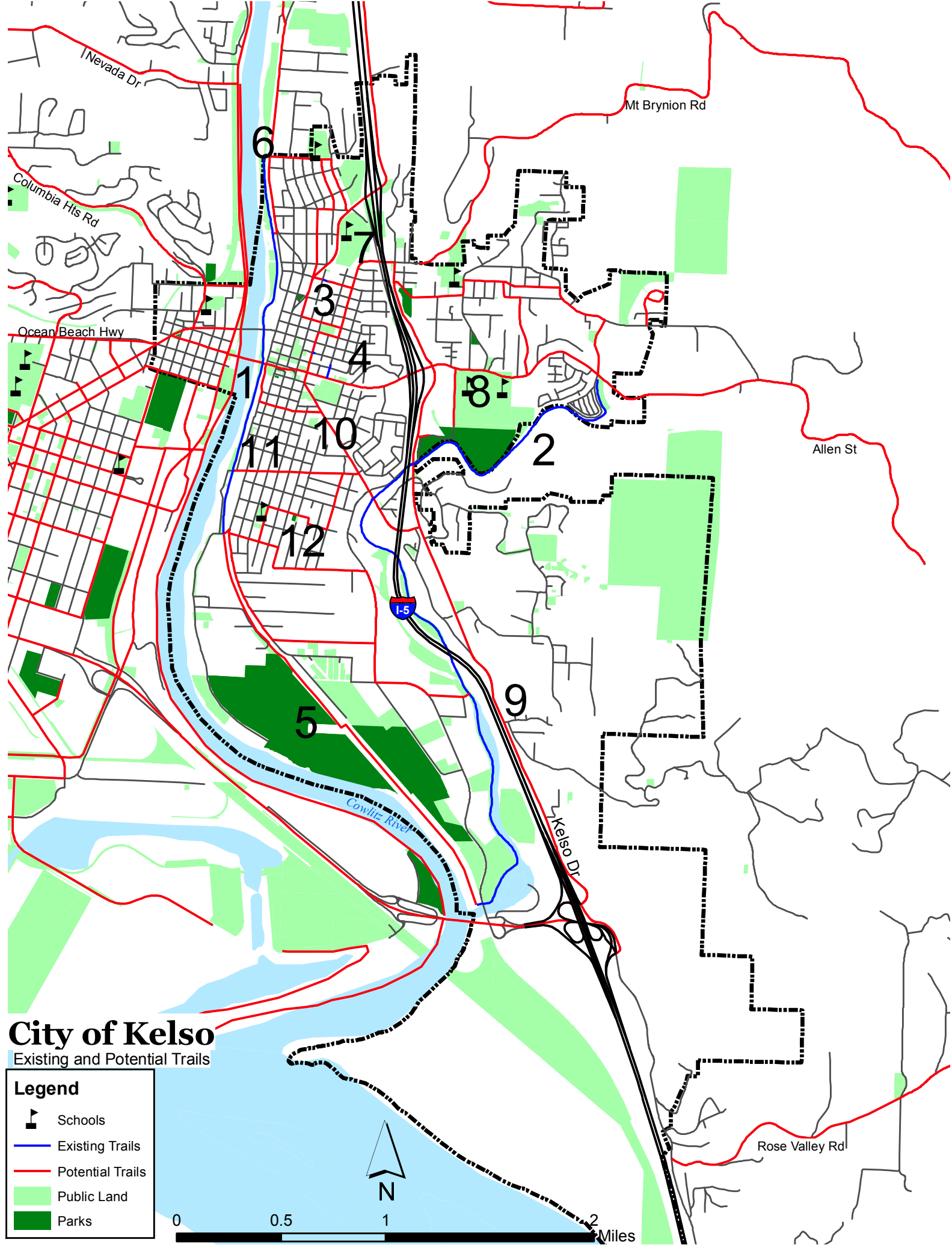
City of Castle Rock

Existing and Potential Trails

Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Parks
-  Public Land










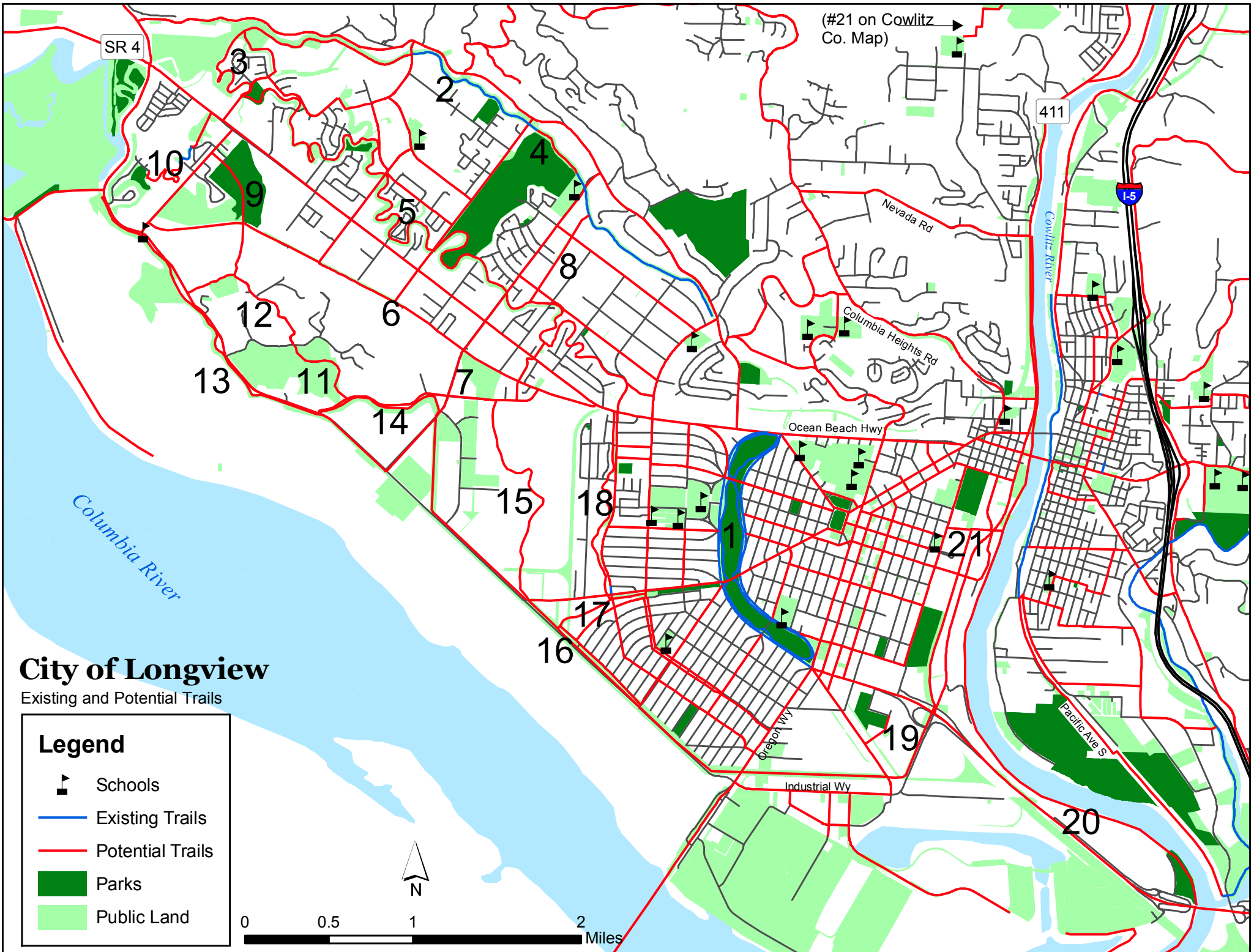
City of Kelso

Existing and Potential Trails

Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Public Land
-  Parks



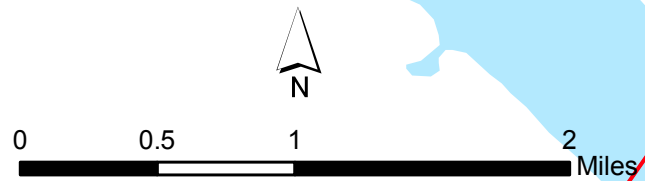


City of Longview

Existing and Potential Trails

Legend

- Schools
- Existing Trails
- Potential Trails
- Parks
- Public Land



(#21 on Cowlitz Co. Map)

SR 4

411

I-5

Nevada Rd

Columbia Heights Rd

Ocean Beach Hwy

Oregon Wy

Industrial Wy

Pacific Ave S

10

12

13

11

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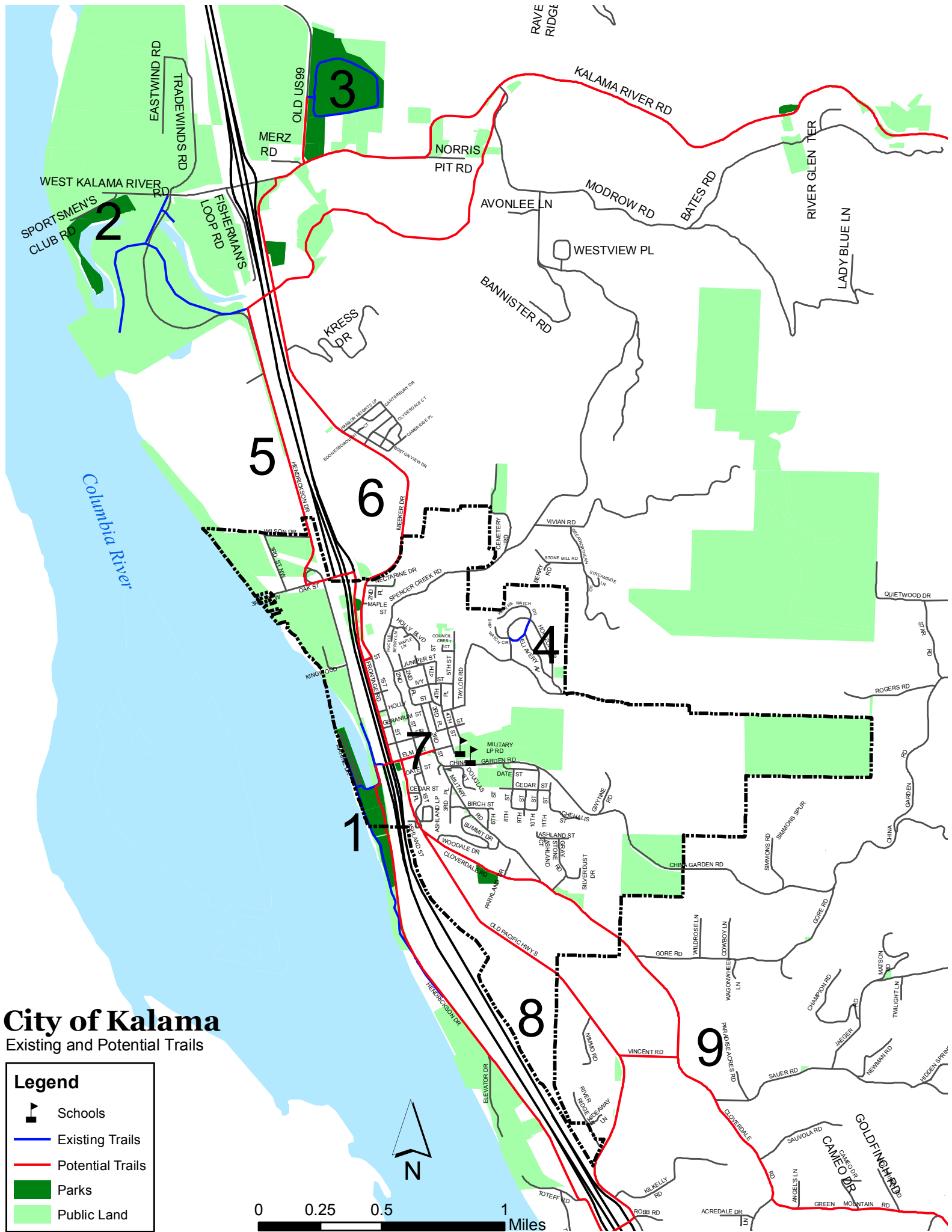
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7



City of Kalama

Existing and Potential Trails

Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Parks
-  Public Land










City of Woodland

Existing and Potential Trails

Legend

-  Schools
-  Existing
-  Potential
-  Public Land
-  Parks

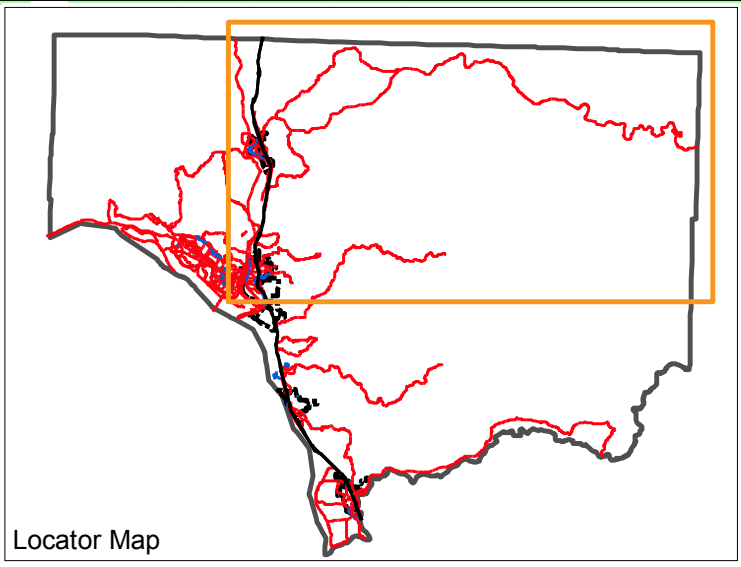
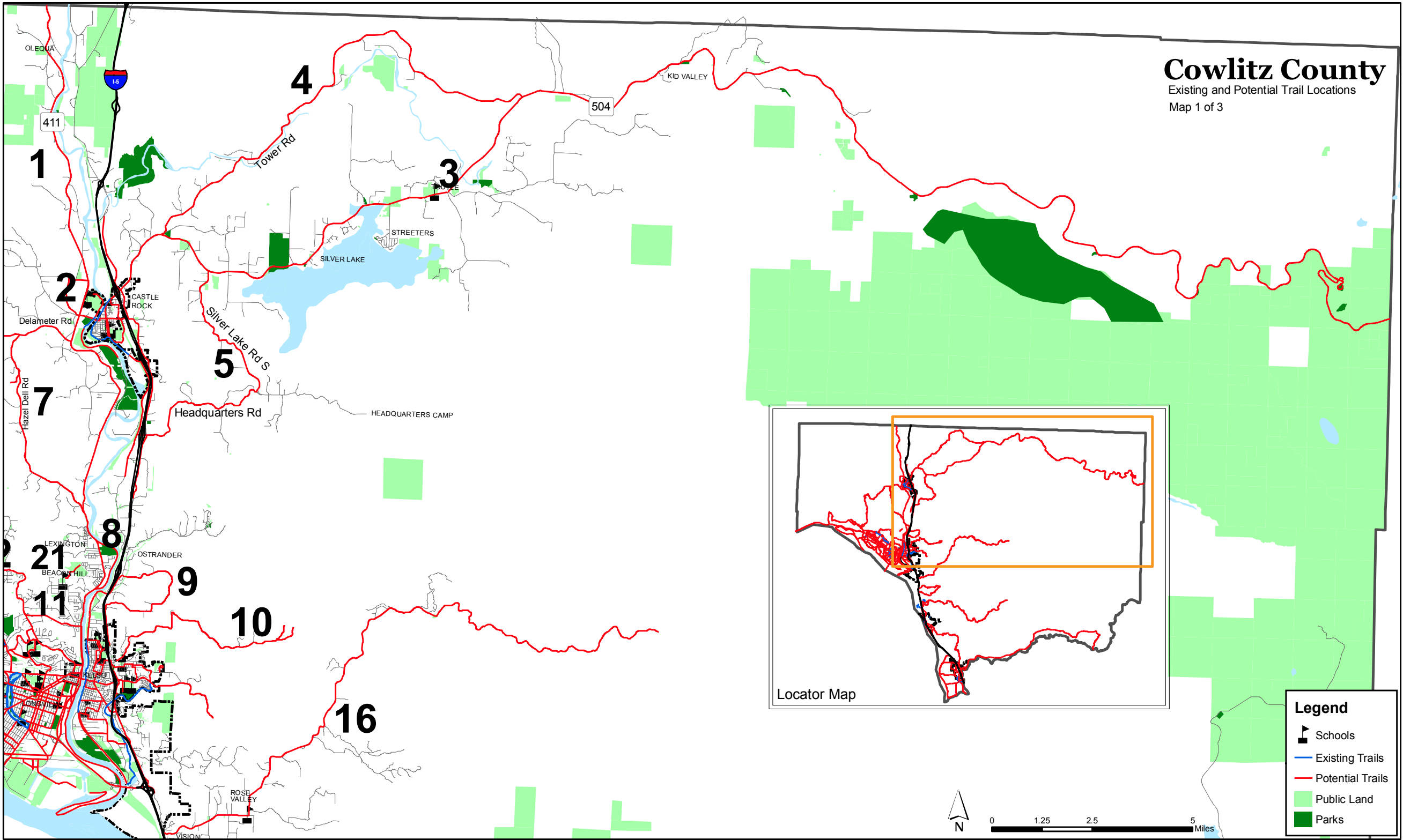
0 0.25 0.5 1 Miles



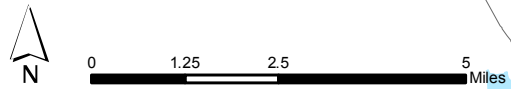
Map labels include: COLUMBIAN VIEW DR, PANDOL POINT, HURN R, HURN CT, FALON, DIKE RD, DIKE ACCESS RD, GUILD SPUR RD, GUILD RD, HABERMAN RD, CAPLES RD, ROBERSON RD, WALLACE RD, KUHNIS RD, WYMAN RD, AIRPORT DR, CATHERINE DR, and I-5.

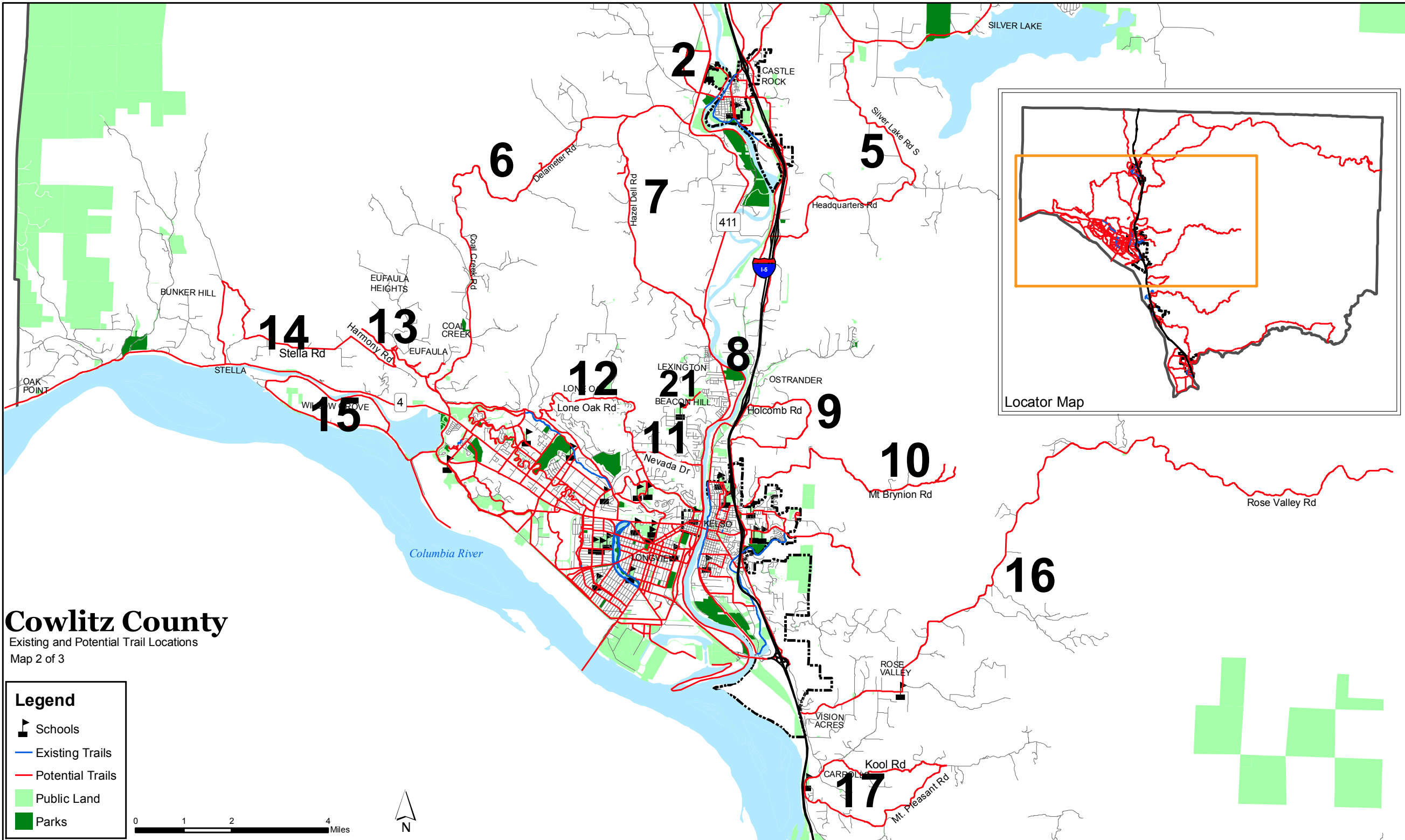
Cowlitz County

Existing and Potential Trail Locations
Map 1 of 3



- Legend**
- Schools
 - Existing Trails
 - Potential Trails
 - Public Land
 - Parks








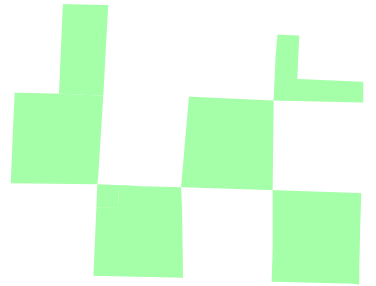
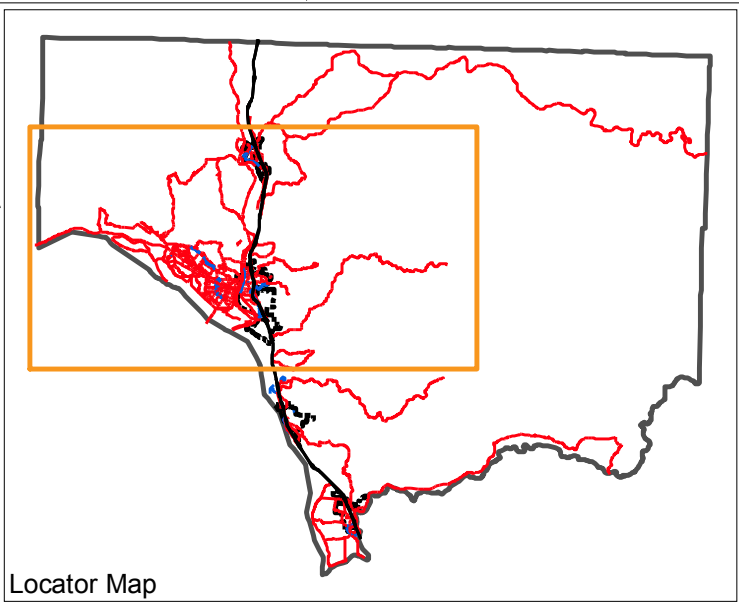
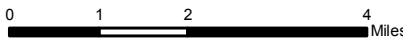


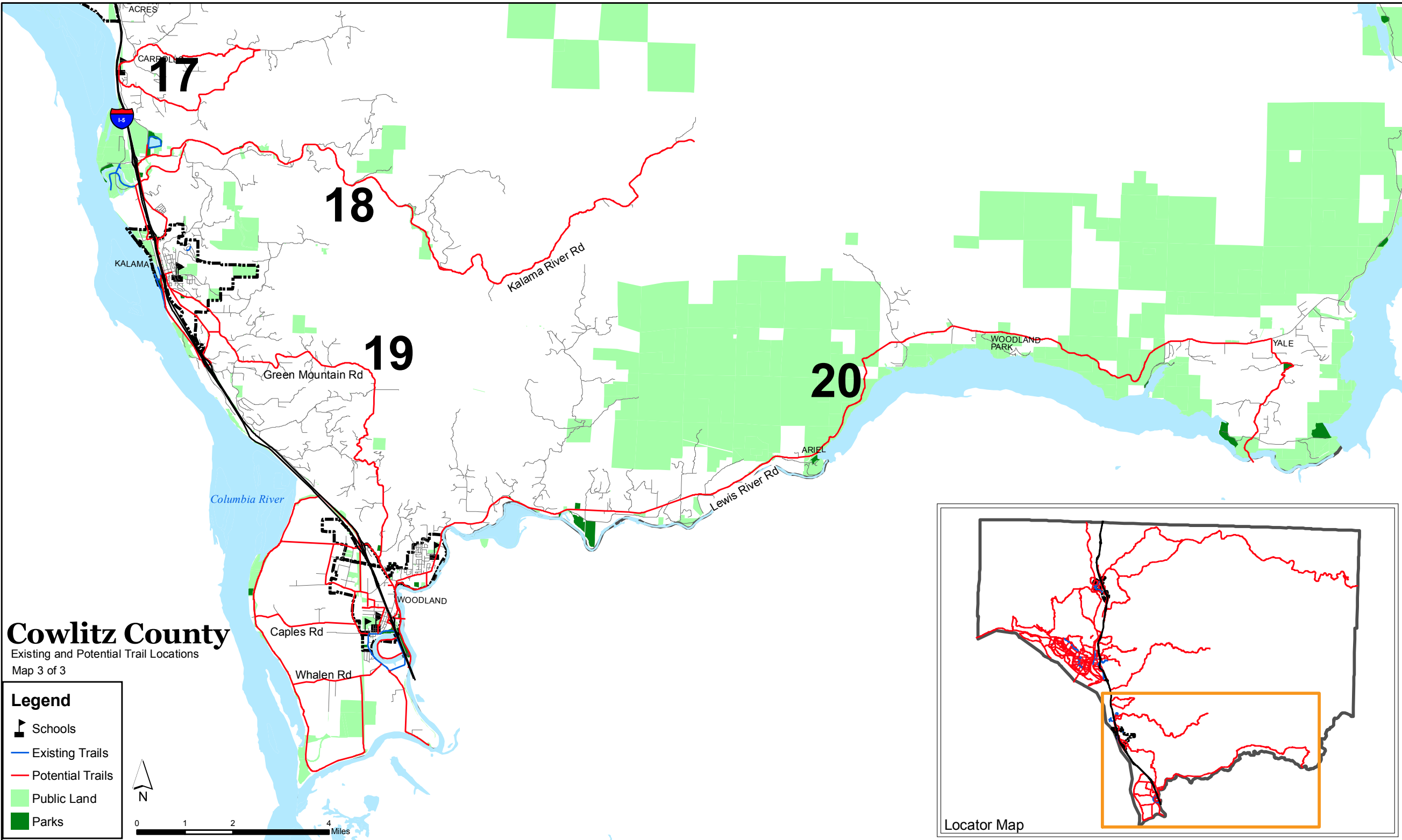
Cowlitz County

Existing and Potential Trail Locations
Map 2 of 3

Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Public Land
-  Parks




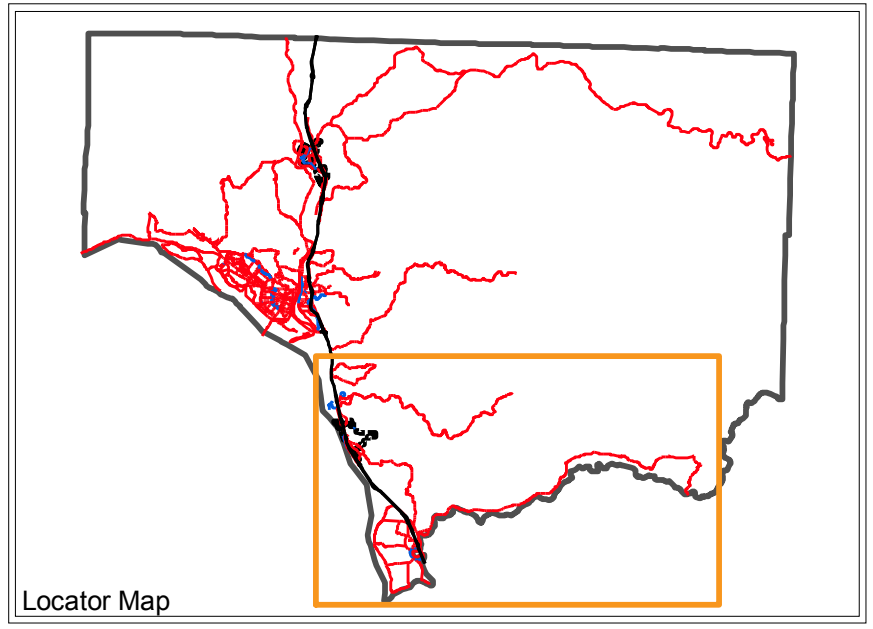
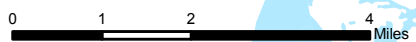


Cowlitz County

Existing and Potential Trail Locations
Map 3 of 3

Legend

-  Schools
-  Existing Trails
-  Potential Trails
-  Public Land
-  Parks



Locator Map