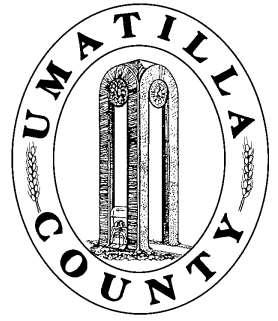


Umatilla County

Board of County Commissioners



BOARD OF COMMISSIONERS MEETING

Wednesday, March 16, 2022, 9:00am

Umatilla County Courthouse, Room 130

- A. Call to Order
- B. Chair's Introductory Comments & Opening Statement
- C. New Business

#P-131-22, ADOPTION OF UMATILLA RIVER TRAIL CONCEPT PLAN TO COUNTY TRANSPORTATION SYSTEM PLAN. The concept plan provides proposed trail routes to connect the cities of Umatilla, Hermiston, Stanfield and Echo, with a focus along the Umatilla River while utilizing existing trails and paths. The plan was developed with stakeholder and public involvement. The plan does not provide engineered drawings, but an Implementation Committee has been formed to begin the early stages of trail development.

- D. New Business

#P-132-22, ADOPTION OF BLUE MOUNTAIN REGION TRAILS PLAN TO COUNTY TRANSPORTATION SYSTEM PLAN. The Blue Mountain Region Trails Plan was developed by Walla Walla Valley Metropolitan Planning Organization, with the support of the National Parks Service. Umatilla County is a member of the MPO and was a stakeholder in the development of the trail plan. The plan details existing and proposed sidewalk paths, multi-use trails, paved paths and unpaved trails. Milton Freewater and portions of North Eastern Umatilla County are included in the plan.

- E. Adjournment

Umatilla County

Department of Land Use Planning



DIRECTOR
ROBERT WALDHER

LAND USE
PLANNING,
ZONING AND
PERMITTING

CODE
ENFORCEMENT

SOLID WASTE COMMITTEE

SMOKE
MANAGEMENT

GIS AND
MAPPING

RURAL
ADDRESSING

LIAISON, NATURAL
RESOURCES &
ENVIRONMENT

MEMO

TO: Umatilla County Planning Commission

FROM: Bob Waldher, Planning Director

DATE: March 9, 2022

**Re: March 16, 2022 Board of County Commissioners Hearing
Comprehensive Plan Text Amendment #P-132-22
Blue Mountain Region Trails Plan**

CC: Robert Waldher, Planning Director

Background Information

The Blue Mountain Regional Trails Plan (2016) was developed in cooperation with the Walla Walla Valley Metropolitan Planning Organization (MPO), with the support of the National Parks Service (NPS). Umatilla County is a member of the MPO and was a stakeholder in the development of the trail plan. The plan was developed through a robust stakeholder and public involvement process. The plan details existing and proposed sidewalk paths, multi-use trails, paved paths and unpaved trails. Milton-Freewater and portions of Northeastern Umatilla County are included in the plan.

About the Concept Plan

In Spring 2016, local planners met and convened interested stakeholders to prepare and submit an application for technical assistance from the NPS. Once awarded, the NPS Rivers, Trails, and Conservation Assistance (RTCA) grant focused on public outreach, route identification, and plan production. Initially limited to one year, the grant was subsequently extended for an additional year. Throughout the project's duration, the group of 14 original co-applicants to the NPS RTCA grant grew considerably, as additional jurisdictions and stakeholders became involved. Ultimately, more than 30 local, regional, state, and federal stakeholder entities worked together to complete the Blue Mountain Region Trails Plan.

The goal of the project was to:

- Inventory existing bicycle, pedestrian, and other non-motorized trails and transportation infrastructure within cities, between communities, and across the region;
- Determine additional connections and destinations with the help of the public, stakeholders, and user groups; and
- Use National Park Service expertise to design a complete network of non-motorized trails and transportation connections that can be implemented as funding becomes available.

Memo

Board of Commissioners Public Hearing – March 16, 2022
Text Amendment P-132-22

The project outcome is the development of a community driven, and locally supported regionwide non-motorized trail and transportation network that will integrate existing and planned urban sidewalks and bike routes with urban and regional trails. This network will provide access to outdoor recreation opportunities, increased walking and biking options, and connectivity among community centers and cultural, historical, and natural resource sites throughout the region.

The concept plan was finalized in late 2016 and adopted by the MPO in 2017. However, the plan was never formally adopted by Umatilla County. The next step is to adopt the plan by reference into the County's Transportation System Plan (TSP). Adoption will allow local citizen groups or the county to seek grant funding for route refinement, engineering, permitting and development.

The concept plan is available online at: <https://umatillacounty.net/departments/planning/trails>

Conclusion

The County has the authority to consider and approve the Comprehensive Plan Text Amendment, adopting the Umatilla River Trail Concept Plan by reference as part of the Umatilla County Transportation System Plan. This is a legislative action. Future refinement and engineering plans will require additional approval and adoption.

The process of approval by the County involves review by the County Planning Commission with a recommendation to the Board of County Commissioners. A public hearing was held before the Planning Commission on February 24, 2022.

The Planning Commission recommended approval of P-131-22, which would adopt the Blue Mountain Region Trails Plan by reference to the Umatilla County Comprehensive Plan.

Blue Mountain Regional Trails Plan

In an unprecedented regional effort, cities, counties, health departments, ports, regional, state, and federal agencies joined forces to complete the development of a *Blue Mountain Region Trails Plan* that spans all involved jurisdictions in Columbia and Walla Walla counties in Washington State and northeastern Umatilla County in Oregon.

Plan Vision

Develop a community-driven and locally-supported regionwide network of bicycle and pedestrian routes and non-motorized trails to provide outdoor recreation opportunities, mobility options, and connectivity within the Blue Mountain Region that benefit –

health, mobility, quality of life and livability, and economic development and tourism.

Benefits of Having an Interconnected Network

- Increase participation in outdoor recreation and active transportation
- Reduce physical inactivity and related health concerns
- Provide safe routes to schools, parks, community sites, and natural treasures
- Shift short trips from cars to walking and biking
- Stimulate economic development
- Enhance community connections and increase quality of life



Public Involvement

- 2 rounds of public workshops — 8 sessions total just under 1,000 comments collected
- Project website — 20,300 hits through 1/8/18
- Online outreach — 142 comments collected

354 Total Miles of Proposed New or Improved Non-Motorized Transportation and Trails

- 15 miles of new sidewalks
- 9 miles of new bike lanes
- 215 miles of designated bike routes on shared roads
- 21 miles of improved and new paved paths
- 94 miles of improved or new trails
- Total cost for regional connections is \$103 million, including \$4.6 million for short-term implementation

Potential Sources of Funding for Implementation

- Regional Trails Program
- Federal Lands Access Program
- Land and Water Conservation Fund
- National Forest System Trail Stewardship Grant
- Economic Development Administration Programs
- Safe Routes to School Grant
- WSDOT Bicycle and Pedestrian Program
- U.S. DOT Surface Transportation Block Grant
- ... and private funding investments



What to Do Now

Adoption into local comprehensive plans

Continued collaboration for multijurisdictional projects

Preparation of grant applications

The public can support project implementation by —
Writing letters of support for grant applications

Advocating for implementation

Sharing their talents—
photography, graphics,
writing, editing
**... the possibilities are
limitless**

DRAFT MINUTES

#P-131-22, ADOPTION OF UMATILLA RIVER TRAIL CONCEPT PLAN TO COUNTY TRANSPORTATION SYSTEM PLAN

The concept plan provides proposed trail routes to connect the cities of Umatilla, Hermiston, Stanfield and Echo, with a focus along the Umatilla River while utilizing existing trails and paths. The plan was developed with stakeholder and public involvement. The plan does not provide engineered drawings, but an Implementation Committee has been formed to begin the early stages of trail development.

#P-132-22, ADOPTION OF BLUE MOUNTAIN REGION TRAILS PLAN TO COUNTY TRANSPORTATION SYSTEM PLAN

The Blue Mountain Region Trails Plan was developed by Walla Walla Valley Metropolitan Planning Organization, with the support of the National Parks Service. Umatilla County is a member of the MPO and was a stakeholder in the development of the trail plan. The plan details existing and proposed sidewalk paths, multi-use trails, paved paths and unpaved trails. Milton Freewater and portions of North Eastern Umatilla County are included in the plan.

**PLANNING COMMISSION HEARING
FEBRUARY 24, 2022**

DRAFT MINUTES
UMATILLA COUNTY PLANNING COMMISSION
Meeting of Thursday, February 24, 2022, 6:30pm
Umatilla County Courthouse, 216 SE 4th Street, Pendleton, Oregon
VIRTUAL MEETING VIA ZOOM

** **

COMMISSIONERS

PRESENT: Suni Danforth, Chair, Don Wysocki, Vice Chair, Tammie Williams,
Tami Green, Jon Salter, Hoot Royer, Sam Tucker & Cindy Timmons

ABSENT: (None)

STAFF: Bob Waldher, Planning Director; Megan Davchevski, Planner/ Transit
Coordinator; Tamara Ross, Planner II/ GIS & Tierney Cimmiyotti,
Administrative Assistant

** **

NOTE: THE FOLLOWING IS A SUMMARY OF THE MEETING. RECORDING IS AVAILABLE AT THE PLANNING OFFICE.

CALL TO ORDER

Chair Danforth called the meeting to order at 6:30pm and read the Opening Statement.

NEW HEARING

Plan Amendment #P-131-22, Adoption of Umatilla River Trail Concept Plan to County Transportation System Plan. The concept plan provides proposed trail routes to connect the cities of Umatilla, Hermiston, Stanfield and Echo with a focus along the Umatilla River while utilizing existing trails and paths. The plan was developed with stakeholder and public involvement. At this time, the plan does not provide engineered drawings but an Implementation Committee has been formed to begin the early stages of trail development.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex-parte contact or objections to jurisdiction. Commissioner Williams stated that she served on the Umatilla River Trail Advisory Committee and will abstain from voting. She added that she is available to provide testimony if other Commissioners have questions about the process. Chair Danforth called for the Staff Report.

STAFF REPORT

Megan Davchevski, Planner, presented the staff report. Mrs. Davchevski stated that Umatilla County developed the Umatilla River Trail Concept Plan in coordination with the cities of Echo, Stanfield, Hermiston and Umatilla as well as the National Parks Service (NPS). The concept plan was developed with both stakeholder and public involvement and provides proposed trail routes to connect the four west-county cities while utilizing existing trails and paths along the Umatilla River. She explained that the trail concept plan does not provide engineered drawings at this stage. However, an Implementation Committee has been meeting monthly since December 2021 to begin the early stages of

trail development and secure grant funding. The five jurisdictions affiliated with this project first met in February 2017 to discuss developing a west Umatilla County trails plan.

Mrs. Davchevski stated that planning for the Umatilla River Trail began in late 2018 when the Umatilla County Planning Department was awarded a technical assistance grant from the National Park Service's Rivers, Trails, and Conservation (NPS RTCA) program. Community Workshops and Stakeholder meetings were held throughout 2019.

Mrs. Davchevski further explained that the Umatilla River Trail Concept Plan provides information on the community process and recommendations for a new trail. Additionally, it provides information on overall benefits, uses and types of trails and amenities. The concept plan represents the community's collective conceptual vision for the trail and is a culmination of all the hard work, vision, partnerships and collaboration that has gone into this project. Detailed construction documents will need to be generated to specifying exact locations, measurements and materiality before the trail is built. Phased implementation, adaptive management, funding and partnership building is expected to continue over time to best suit the needs of the trail, the users, the public and the environment.

Mrs. Davchevski stated that the development of community and multi-modal trails benefit communities in several ways from offering recreation opportunities, impacting health, creating tourism and economic development opportunities, to encouraging more healthy and clean environments from reduced car usage. She pointed out that many scientific studies have demonstrated these benefits in recent years. Community Trails create accessible, affordable, open and safe recreational opportunities. The Umatilla River Trail will allow users to travel its corridor while simultaneously providing a large variety of recreational opportunities. Users will be able to hike, cycle, connect to existing trails and parks and take advantage of the many activities that the Umatilla River provides such as fishing, kayaking, paddling and more. The trail will be designed to be compliant with the Americans with Disabilities Act (ADA) standards, making it more conducive to serving individuals with disabilities.

Mrs. Davchevski explained that the trail will serve as a means to connect the four west-county cities. The cities of Umatilla, Hermiston, Stanfield and Echo are all currently connected by US Highway 395. The Umatilla River Trail will provide a safe and pleasant alternative to connect the West County Cities and their residents while also providing a beautiful view of the Umatilla River. This will serve as a recreational connection and also potentially a commuting connection for students and employees.

Mrs. Davchevski stated that the concept plan was finalized in June of 2021 and the next step is to adopt the plan by reference into the County's Transportation System Plan (TSP). Adoption will allow the Implementation Committee to seek grant funding for route refinement, engineering, permitting and development. The trail concept plan is available on the County website at, <https://www.co.umatilla.or.us/departments/planning/trails>.

Mrs. Davchevski concluded that the County has the authority to consider and approve the Comprehensive Plan Text Amendment, adopting the Umatilla River Trail Concept Plan by reference as part of the Umatilla County Transportation System Plan. This is a legislative action and future refinement and engineering plans will require additional approval and adoption. The process of approval by the County involves review by the County Planning Commission with a recommendation to the BCC. The BCC must also hold a public hearing and make a decision whether or not to adopt the proposed change. A public hearing before the BCC is scheduled for March 16, 2022 at 9am.

Commissioner Tucker stated that he supports the Umatilla River Trail Concept Plan but asked for more information about future stages of the project. He asked if more issues will come before the Planning Commission regarding this request. Mrs. Davchevski explained that the concept plan needs to be adopted before any grant money can be obtained for a refinement plan. The refinement plan will come before the Planning Commission when it is ready to be considered for adoption.

Mrs. Davchevski added that several land owners have expressed a willingness to donate portions of their land in order to complete the trail and have been active participants as part of the implementation committee. However, the concept plan identifies this as a potential conflict because the land could change hands and the opportunity to use that land could be taken away. If this were to occur, the plan would need to change because the county is not interested in any forced acquisition of land as part of this project.

Mr. Waldher, Planning Director, explained that this project is considered a transportation facility with a recreation component. There is a land use permitting process which will be completed before construction of the trail will begin. He explained that they will be required to obtain clearance from cultural resource agencies and a number of other environmental permits in advance. He added that parts of the trail cross pieces of land zoned Exclusive Farm Use (EFU) and will require a goal exception to Statewide Land Use Planning Goal 3: Agricultural Lands, which places restrictions on developments that are unrelated to agriculture. He concluded that there is a lot of work to be done before actual development of the trail will occur.

Commissioner Timmons stated that she recently toured the Hermiston Recycled Water Facility. She noticed part of the trail concept plan indicates that the trail will go through that area and she is concerned about the output of clean water into the river via a large pipe at the site. She asked if anyone has walked that part of the proposed trail to see if there would be any potential issues. Mr. Waldher stated that the plan is still in a conceptual phase and it will go through a refinement stage where they will look at those specific elements in more detail. There is a possibility that the route will hug the road right-of-way instead of going through the facility. He added that the goal is for the trail to be as close to the river as possible, but a large portion of riverfront property is privately owned. The advisory committee made a decision to not utilize private land without the owner's

willingness to participate. He pointed out that between the cities of Umatilla and Hermiston there is a fair amount of federally owned land and they will look at for opportunities to utilize the federal land as much as possible.

Commissioner Royer asked if all the property owners involved in the proposed trail location have been notified about the project. Mr. Waldher stated that the Planning Department hosted workshops in each community and provided advertisements to encourage citizen participation. As a result the workshops were very well attended. Public notices will be issued to land owners within a certain distance of the proposed trail project during the refinement stage.

Commissioner Wysocki pointed out that there are artist renderings of the proposed trail and fencing included in the concept plan. He asked more about the funding that will be available in implementing the plan once they are in the development stage. Mrs. Davchevski stated that the funding will come from grants. She added that most of the grants will come from the Oregon Department of Transportation (ODOT) and Oregon Department of Parks & Recreation and most require a certain level of match. The BCC has set aside American Rescue Plan Act (ARPA) funding to use in matching the grant funding. Commissioner Wysocki stated that he thinks this is a great project.

Mr. Waldher stated that before he retired, this project was one of Commissioner Bill Elfering's priority projects and he now serves on the implementation committee. He stated that they made a decision early on that tax payer dollars will not be used to fund this project. Instead, they plan to use grant funds and other means to carry out the plan.

Chair Danforth asked why the Umatilla River Trail Concept Plan must be adopted into the County's Transportation System Plan as part of the process. Mr. Waldher stated that the TSP is a component of the County's Comprehensive Plan. As a result, this concept plan is considered to be an active transportation plan and in order to be eligible for the ODOT funding must first be adopted as part of the TSP.

Chair Danforth stated that she is very concerned about private property being taken from land owners as part of this project. She asked if there is any chance this could occur and wanted to know if there is anything in writing to prevent this from happening in the future. Mr. Waldher stated that he is not aware of any formal agreements in place but the BCC has been very clear that we do not intend to take private land for this project and will only utilize private land if the landowners are willing.

Mrs. Davchevski pointed out that on page 5 in the Umatilla River Trail Concept Plan, under Frequently Asked Questions #6; Will my land be used as part of the trail?, the response includes a statement clarifying that, "[s]ome private property owners have expressed an interest in having the trail developed on their property. Private property will not be utilized without prior consent from willing landowners." Chair Danforth stated that the language in the concept plan helps alleviate her concern.

Commissioner Royer asked if staff had any estimates with regard to a timeframe in which this project will be completed. Mr. Waldher stated that the timeline for the project will be dependent on the funding available in each stage. He added that this project may not be completed for several decades as the trail will be approximately 25 miles long and there are many stages to the project. The County serves as a technical advisor on this project but we are also utilizing citizen representatives for input and to spread the word in each community because the goal is for this project to be community driven.

Proponent Testimony: Planning Commissioner, Tammy Williams, PO Box 273, Echo, OR 97826. Commissioner Williams stated that this project has been a passion of hers for a long time and she is very excited. She explained that the City of Echo received money as part of a windmill project several years ago and they chose to reserve some of that money to put toward developing trails which was eventually matched by ODOT resulting in the development of walking trails throughout town. When the City of Echo was made aware of the Umatilla River Trail they were excited to connect the community even more. She expressed that she is happy the trail will provide a new space to support activity and promote healthy lifestyles and the fact that they will be made ADA accessible means those in wheelchairs and scooters can utilize the space as well. Commissioner Williams concluded that she is honored to be a part of the project.

Public Agencies: Danielle (Dani) Schulte, Transportation Planner, Confederated Tribes of the Umatilla Indian Reservation (CTUIR), 46411 Timíne Way, Pendleton, Oregon. Ms. Schulte stated that on behalf of the Tribal Planning Office of the CTUIR, she would like to congratulate the county for completion of the Umatilla River Trail Concept Plan and the adoption of the trail plan that will serve Milton Freewater and the Walla Walla Valley area. She believes these trail plans are an excellent step towards providing safe and reliable transportation options for community members without reliable access to personal vehicles and provide healthier transportation and recreation options for Umatilla County residents and visitors.

In addition to providing our community with greater healthy recreation options, we hope to see these trail networks serve to expand access to CTUIR tribal members exercising their treaty rights in the region, such as fishing and gathering traditional food. She stated that the tribe appreciates the County's ongoing engagement with the CTUIR Cultural Resources program and the attention paid to celebrating tribal history in trail interpretation and protecting sensitive historic sites.

Ms. Schulte stated that the tribe looks forward to ongoing engagement as the trails become a reality. In the coming years CTUIR hopes to see continued planning efforts to discuss an expansion of these trails to serve Eastern Umatilla County. Additionally, she hopes that these efforts will allow for greater collaboration between CTUIR's Planning Office and Umatilla County in order to coordinate future trail planning on the Umatilla Indian

Reservation and connection to these regional trails in adjacent areas of wider Umatilla County.

Chair Danforth added the letter from Danielle Schulte, Transportation Planner, CTUIR, into the record as Exhibit A and closed the hearing for deliberation.

DELIBERATION

Chair Danforth stated that she supports this project as long as funding is available and no private property is taken. She expressed concern that the project will be executed over many years and leadership will change over time. She does not want any changes to be made with regard to taking away privately owned land as part of this project.

Commissioner Royer stated that he agrees with Chair Danforth. He would not support taking away privately owned land, but supports the trail plan otherwise. He also expressed concern about keeping the waterways clean and clear of trash. He concluded that he welcomes the idea and sees it as a benefit to the community.

Commissioner Wysocki stated that he has concerns about maintenance of the trail area. He would like to see involvement from the community through an ‘adopt-a-trail’ type program to ensure that the trails stay clean. Chair Danforth agreed.

Commissioner Tucker made a motion to recommend approval of Plan Amendment #P-131-22, Adoption of Umatilla River Trail Concept Plan to County Transportation System Plan to the BCC. Commissioner Green seconded the motion. Motion passed with a vote of 7:0.

A public hearing before the BCC is scheduled for Wednesday, March 16, 2022 at 9am at the Umatilla County Courthouse.

NEW HEARING

Plan Amendment #P-132-22, Adoption of Blue Mountain Region Trail Concept Plan to County Transportation System Plan. The Blue Mountain Region Trails Plan was developed by Walla Walla Valley Metropolitan Planning Organization (MPO), with the support of the National Parks Service. Umatilla County is a member of the MPO and was a stakeholder in the development of the trail plan. The plan details existing and proposed sidewalk paths, multi-use trails, paved paths and unpaved trails. Milton Freewater and portions of North Eastern Umatilla County are included in the plan.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex-parte contact or objections to jurisdiction. Commissioner Tucker stated that he has been consulted by several people and committees on a volunteer basis as a part of this project and has provided legal advice pertaining to the request. For those reasons he feels its best that he abstains from voting on this matter. Chair Danforth called for the Staff Report.

STAFF REPORT

Bob Waldher, Planning Director, presented the staff report. Mr. Waldher stated that The Blue Mountain Regional Trails Plan was developed in cooperation with the Walla Walla Valley Metropolitan Planning Organization (MPO) with the support of the National Parks Service (NPS). Umatilla County is a member of the MPO and was a stakeholder in the development of the trail concept plan. He explained that the plan was developed through a robust stakeholder and public involvement process and includes 354 total miles of existing and proposed sidewalk paths, multi-use trails, paved paths and unpaved trails. Milton Freewater and portions of Northeastern Umatilla County are included in the plan.

Mr. Waldher stated that local planners met and convened interested stakeholders to prepare and submit an application for technical assistance from the NPS in the spring of 2016. Once awarded, the NPS Rivers, Trails, and Conservation Assistance (RTCA) grant focused on public outreach, route identification and plan production. Initially limited to one year, the grant was subsequently extended for an additional year. He added that throughout the project's duration, the group of 14 original co-applicants to the NPS RTCA grant grew considerably as additional jurisdictions and stakeholders became involved in the process. Ultimately, more than 30 local, regional, state and federal stakeholder entities worked together to complete the Blue Mountain Region Trails Plan.

Mr. Waldher explained that the Blue Mountain Region Trails Plan goals include; inventory existing bicycle, pedestrian, and other non-motorized trails and transportation infrastructure within cities, between communities and across the region; determine additional connections and destinations with the help of the public, stakeholders and user groups; and use NPS expertise to design a complete network of non-motorized trails and transportation connections that can be implemented as funding becomes available.

Mr. Waldher stated that the Blue Mountain Region Trails Plan outcome is the development of a community driven, and locally supported region wide non-motorized trail and transportation network that will integrate existing and planned urban sidewalks and bike routes with urban and regional trails. This network will provide access to outdoor recreation opportunities, increased walking and biking options and connectivity among community centers and cultural, historical and natural resource sites throughout the region. The entire project consists of publically owned land and no private land will be used.

Mr. Waldher stated that the Blue Mountain Region Trails Concept Plan was finalized in late 2016 and adopted by the MPO in 2017. However, the plan was never formally adopted by Umatilla County. The next step is to adopt the plan by reference into the County's Transportation System Plan (TSP). Adoption will allow local citizen groups or the County to seek grant funding for route refinement, engineering, permitting and development. The plan is available online at, <https://www.co.umatilla.or.us/departments/planning/trails>.

Mr. Waldher explained that the County has the authority to consider and approve the Comprehensive Plan Text Amendment, adopting the Umatilla River Trail Concept Plan by reference as part of the Umatilla County Transportation System Plan. This is a legislative action. Future refinement and engineering plans will require additional approval and adoption. The process of approval by the County involves review by the County Planning Commission with a recommendation to the BCC. The BCC must also hold a public hearing and make a decision whether or not to adopt the proposed change.

Commissioner Tucker stated that he believes the Blue Mountain Region Trails is a great project and he hopes it completed in his children's or grandchildren's lifetime. He understands the difficulty with funding but the concept that a person will be able to go from Milton Freewater to Washington utilizing trails the entire way will be fantastic.

Public Agencies: Danielle (Dani) Schulte, Transportation Planner, Confederated Tribes of the Umatilla Indian Reservation (CTUIR), 46411 Timine Way, Pendleton, Oregon. Ms. Schulte stated that the letter she submitted for comment applies to both trail plans presented today. She believes this trail network will be an excellent asset to the community. She explained that the CTUIR tribal community lives all over their ancestral homeland through Milton Freewater and up into Washington State. Both trail plans together will be valuable to tribal members in continuing to practice their treaty rights and opportunities to gather first foods.

Chair Danforth added the letter from Danielle Schulte, Transportation Planner, CTUIR, into the record as Exhibit A and closed the hearing for deliberation.

DELIBERATION

Commissioner Williams made a motion to recommend approval of Plan Amendment #P-132-22, Adoption of Blue Mountain Region Trail Concept Plan to County Transportation System Plan to the BCC. Commissioner Timmons seconded the motion. Motion passed with a vote of 7:0.

A public hearing before the BCC is scheduled for Wednesday, March 16, 2022 at 9am at the Umatilla County Courthouse.

MINUTES

Chair Danforth called for any corrections or additions to the minutes from the January 27, 2022 meeting. There were none. Commissioner Tucker moved to approve the minutes as presented. Commissioner Wysocki seconded the motion. Motion carried by consensus.

OTHER BUSINESS

Mr. Waldher stated that Commissioner Hoot Royer will be ending his time serving as a Planning Commissioner for Umatilla County. This will be his last meeting. Commissioner Royer stated that he accepted a job out of state and due to time constraints between work

and family he decided to step down from this role. He added that he appreciates the opportunity he had to serve on the Planning Commission and wishes everyone the best. Mr. Waldher and Chair Danforth thanked Commissioner Royer for his time and dedication.

Mr. Waldher stated that the Planning Commission has three vacancies to fill and encouraged the group to make recommendations if they know someone who may be interested. We are hoping to find two candidates representing the west side of the county and one from the northeast region.

We have one agenda item for the hearing scheduled for Thursday, March 24, 2022, at 6:30pm. Mr. Waldher stated that we are planning for March to be the last virtual-only hearing. We hope to meet in person in April with a virtual attendance option. He added that we have several agenda items for the April 28, 2022 meeting, as well.

ADJOURNMENT

Chair Danforth adjourned the meeting at 7:52pm.

Respectfully submitted,

Tierney Cimmiyotti,
Administrative Assistant

Blue Mountain Region Trails Plan



Developed with the support of the National Park Service – Rivers, Trails, and Conservation Assistance Program

Adopted by the Palouse Regional Transportation Planning Organization and
Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization

Cover image: Photograph by Bill Rodgers

Blue Mountain Region Trails Plan

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Executive Summary

In an unprecedented regional effort, cities, counties, health departments, ports, regional, state, and federal agencies joined forces to complete the development of a *Blue Mountain Region Trails Plan* that spans all involved jurisdictions.

Plan Vision

Develop a community-driven and locally-supported regionwide network of bicycle and pedestrian routes and non-motorized trails to provide outdoor recreation opportunities, mobility options, and connectivity within the Blue Mountain Region that benefit –

health, mobility, quality of life and livability, and economic development and tourism.

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- Increase participation in outdoor recreation and active transportation
- Reduce physical inactivity and related health concerns
- Provide safe routes to schools, parks, community sites, and natural treasures
- Shift short trips from cars to walking and biking
- Stimulate economic development
- Enhance community connections and increase quality of life



Public Involvement

- 2 rounds of public workshops — 8 sessions total just under 1,000 comments collected
- Project website — 20,300 hits through 1/8/18
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354 Total Miles of Proposed New or Improved Non-Motorized Transportation and Trails

- 15 miles of new sidewalks
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- 215 miles of designated bike routes on shared roads
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- Total cost for regional connections is \$103 million, including \$4.6 million for short-term implementation

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- U.S. DOT Surface Transportation Block Grant
- ... and private funding investments



What to Do Now

Adoption into local comprehensive plans

Continued collaboration for multijurisdictional projects

Preparation of grant applications

The public can support project implementation by —
Writing letters of support for grant applications

Advocating for implementation

Sharing their talents—
photography, graphics,
writing, editing
... the possibilities are
limitless

Introduction

The Blue Mountain Region comprises the counties of Columbia and Walla Walla in Washington state and portions of Umatilla County in Oregon. The region is framed by the Blue Mountains to the east, the Snake and Columbia rivers to the north and west, and the Walla Walla River to the south. Rolling hills in the eastern portion of the region flatten out to alluvial plains in the southwest, which were formed by the great ice age Missoula floods that took place over 10,000 years ago.

The Blue Mountain Region is known for its friendly communities, diverse cultural activities and events, and of course, beautiful landscapes and breathtaking vistas. Rolling wheat and pea fields, tree fruit orchards, and vineyards highlight the significance of agriculture to the region's economy and culture. In addition, an abundance of sunshine (with an average of 188 sunny days per year) and the many natural and historical resources, make this region a great place to visit or call home.

History of the Region

The area between the Columbia, Snake, Tucannon, and Walla Walla rivers was home to the Walla Walla, Umatilla, and Cayuse peoples long before recorded history. The first foray of Euro-Americans into the region occurred during the Lewis and Clark expedition in 1805.

A steady stream of settlers started arriving during the second half of the 19th century. First written records of population numbers were kept from 1860 onward, showing growth from a small population of just over one thousand to almost 20,000 by 1900. The following years mark the incorporation of Blue Mountain Region cities:

- Walla Walla - 1862
- Dayton - 1871
- Milton - 1873
- Waitsburg - 1881
- Freewater - 1902
- Prescott - 1903
- Starbuck - 1905
- College Place - 1946

The Blue Mountain Region has an abundance of archeological and cultural resources both indigenous settlements that pre-date Euro-American arrival, and early 19th century settlements -- which are considered non-renewable resources, deserving of protection.

The region is also home to many sites included on the [National Register of Historic Places](#) (NRHP) for their architectural, cultural, or historical significance. The majority of NRHP sites within the Blue Mountain Region are residential and commercial properties of historical or architectural significance. In addition, the City of Dayton is home to three historic districts; Fort Walla Walla and the Whitman Mission also cover large areas.

Geographic and Demographic Context

Encompassing all of Columbia and Walla Walla counties, but only a portion of Umatilla County, the Blue Mountain Region stretches across an area of 2,530 square miles and is home to approximately 78,000 people.

Just under half of the region's current population lives in the City of Walla Walla, while the other half lives in smaller towns and rural areas across the region. The median age is 49.2 in Columbia County, 36.7 in Walla Walla County, and 31.6 in the City of Milton-Freewater in northeastern Umatilla County. The region's population is predominantly white, and 22% identify as Hispanic.

In order to illustrate the anticipated population growth, the following table captures 2010, estimated 2017, and projected 2040 county population. Overall, the three counties are expected to see a growth of 23% by 2040.

Jurisdiction	2010 Census	2017 Population Estimate ¹	20-year Population Projection 2040 ²
Columbia County ³	4,078	4,100	4,094
City of Dayton	2,526	2,555	
Town of Starbuck	129	130	
Umatilla County ³	75,889	80,500	103,809
City of Milton-Freewater	7,050	7,070	
Walla Walla County ³	58,781	61,400	72,248
City of College Place	8,765	9,440	
City of Prescott	318	330	
City of Waitsburg	1,217	1,230	
City of Walla Walla	31,731	33,840	

¹ Washington: <https://ofm.wa.gov/washington-data-research/population-demographics> - combined medium and high series projection;
Oregon: 2017 estimates - <https://www.pdx.edu/prc/population-reports-estimates>;
Oregon: 2040 projections - <http://www.oregon.gov/das/OEA/Pages/forecastdemographic.aspx>

² The city population figures for 2040 have not yet been allocated.

³ County population includes all cities and unincorporated areas.

The Blue Mountain Region experiences economic hardship at higher rates than the Washington State average. In 2014, 40% of the population in the Blue Mountain Region lived at less than 200% of the federal poverty threshold compared to 30% in Washington State. Further, data shows that the region’s residents are finding it more difficult to afford their basic needs, including childcare, housing, food, health care, transportation, and miscellaneous items.

Community Council, a local non-profit organization, in collaboration with the Sherwood Trust, the Walla Walla County Department of Community Health, and the Blue Mountain Community Foundation, hosted two public Data Walks in December 2015 and February 2016 to discuss social and economic data designed to measure the well-being of the region’s residents. Several noteworthy indicators are captured in the following table:

Metric	Oregon	Umatilla County	Washington	Columbia County	Walla Walla County
Poor or Fair Health	14%	17%	14%	16%	16%
Adult Obesity	27%	32%	27%	32%	26%
Physical Inactivity	16%	21%	18%	25%	20%
Diabetes Prevalence	9%	10%	9%	12%	10%
Access to Exercise Opportunities	89%	60%	89%	66%	76%
Median Household Income	\$51,100	\$44,800	\$61,400	\$45,500	\$49,800
Children in Poverty	22%	25%	19%	26%	21%

Source: <http://www.countyhealthrankings.org/> - in part through <http://www.wvcommunitycouncil.org/>

This information provides a snapshot of the wellbeing of Blue Mountain Region residents and a comparison to the respective state average. It emphasizes the need to integrate policies of health into the built environment, a goal that is supported by community planners and public health officials alike.

Cooperative Plan

Community members and elected officials throughout the region strongly believe that a connected network of non-motorized transportation and trails facilities would greatly improve the quality of life for all. Building on the region’s many assets, Blue Mountain Region entities, and their tribal, federal, state, and regional partners, coordinated their planning efforts in recognition that a single, cooperative plan is the most efficient way to design, and begin implementing that vision.

Planners and engineers collaborated to expand the number and quality of trails, and improve provisions for walking and biking as a viable form of transportation, in order to realize health and fitness benefits, and increase outdoor recreation opportunities. Developing a seamless network of bicycle, pedestrian, and non-motorized trail connections required a multi-layered approach that integrated urban area walking and cycling commutes, intra- and inter-city recreational travel, as well as regional hiking, cycling, and horseback riding linkages to the multitude of cultural, historical, and natural resource sites the Blue Mountain Region has to offer.

Planning Team and Process

In Spring 2016, local planners met and convened interested stakeholders to prepare and submit an application for technical assistance from the National Park Service (NPS). Once awarded, the NPS Rivers, Trails, and Conservation Assistance (RTCA) grant focused on public outreach, route identification, and plan production. Initially limited to one year, the grant was subsequently extended for an additional year.

Throughout the project’s duration, the group of 14 original co-applicants to the NPS RTCA grant grew considerably, as additional jurisdictions and stakeholders became involved. Ultimately, more than **30 local, regional, state, and federal stakeholder entities** have worked together to complete this *Blue Mountain Region Trails Plan*.

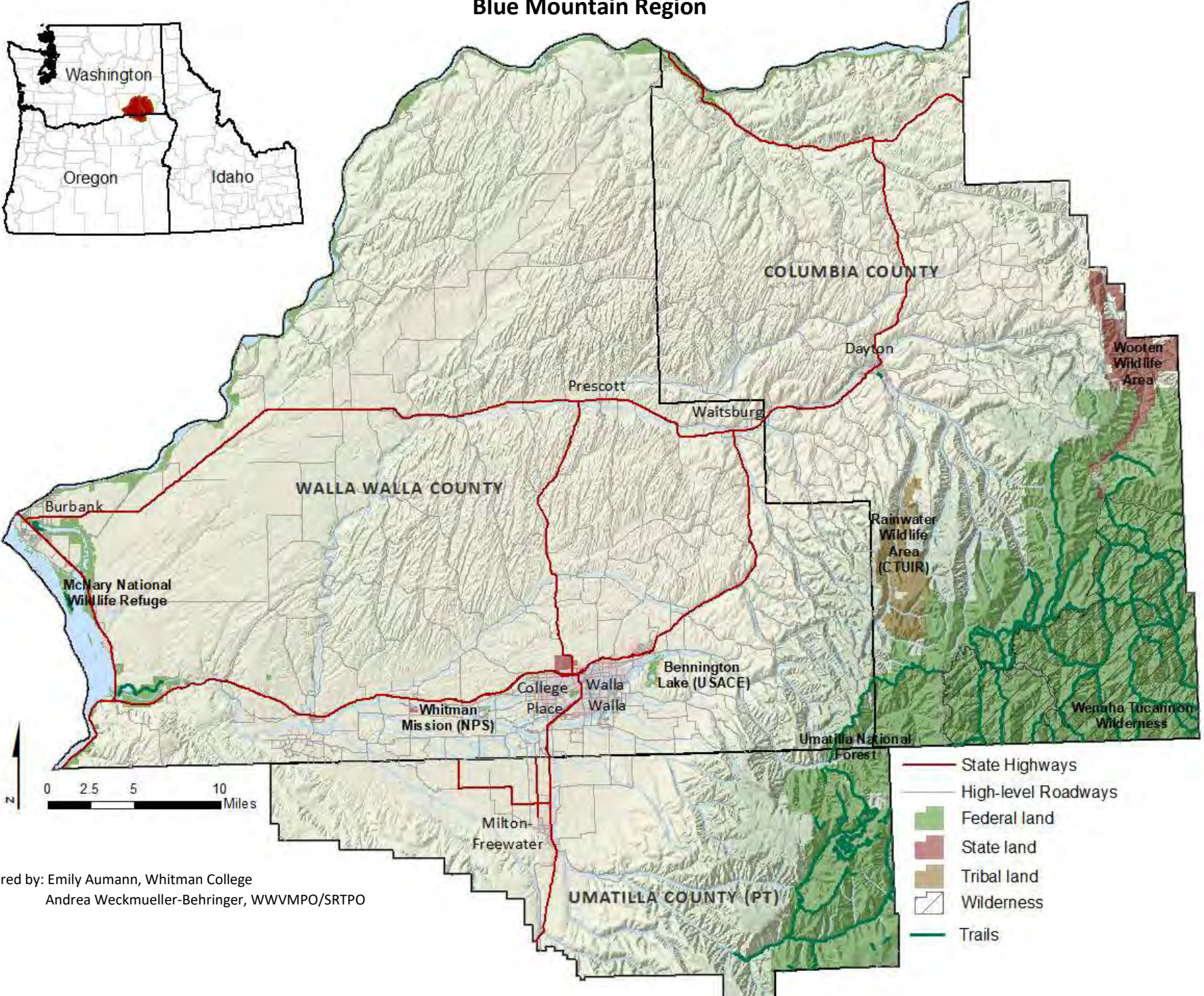
Local:	
<ul style="list-style-type: none"> ▪ City of College Place, WA ▪ City of Dayton, WA ▪ City of Milton-Freewater, OR ▪ City of Prescott, WA ▪ Town of Starbuck, WA ▪ City of Waitsburg, WA ▪ City of Walla Walla, WA ▪ Columbia County, WA ▪ Umatilla County, OR ▪ Walla Walla County, WA 	<ul style="list-style-type: none"> ▪ Partnership for a Greater Burbank ▪ Columbia County Health Department ▪ Umatilla County Health Department ▪ Walla Walla County Department of Community Health ▪ Port of Columbia, WA ▪ Port of Umatilla, OR ▪ Port of Walla Walla, WA
Regional:	
<ul style="list-style-type: none"> ▪ Community Council ▪ Palouse Regional Transportation Planning Organization 	<ul style="list-style-type: none"> ▪ Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization
State:	
<ul style="list-style-type: none"> ▪ Washington Department of Fish and Wildlife ▪ Washington Parks and Recreation Commission 	<ul style="list-style-type: none"> ▪ Oregon Department of Transportation ▪ Washington State Department of Transportation

Federal:	
<ul style="list-style-type: none"> ▪ National Park Service - Rivers, Trails, and Conservation Assistance ▪ National Park Service - Whitman Mission National Historic Site 	<ul style="list-style-type: none"> ▪ U.S. Army Corps of Engineers ▪ U.S. Fish and Wildlife Service ▪ U.S. Department of Agriculture - Forest Service
Tribal:	Private/Business Interests:
<ul style="list-style-type: none"> ▪ Confederated Tribes of the Umatilla Indian Reservation 	<ul style="list-style-type: none"> ▪ Bluewood Ski Resort ▪ Waitsburg Commercial Club

These partner agencies collaborated to identify solutions to the gaps within the existing non-motorized transportation and trail system; reached out to the public and user groups; built regional consensus on connections to key locations; and through the proposed implementation, plan to create a regionwide trails network. In summary, they convened 11 times to discuss project progress and guide public outreach events; they were supported by a smaller steering committee, which met six times and took on detailed planning tasks ahead of each major public event; and in addition, team members gave project presentations to several interested groups as requested. Including the time that volunteers gave to host the public workshops, no less than 1,500 hours went into the Blue Mountain Region planning effort. (For project meeting agendas and summaries, please refer to last appendix in the document.)

The map on the following page provides an overview of the Blue Mountain Region and highlights the local partner jurisdictions.

Blue Mountain Region



- State Highways
- High-level Roadways
- Federal land
- State land
- Tribal land
- Wilderness
- Trails

Prepared by: Emily Aumann, Whitman College
 Andrea Weckmueller-Behringer, WWVMP/SRTPO

Schedule

The compressed 16-month schedule for the completion of the *Blue Mountain Region Trails Plan* started in October 2016 and concluded in January 2018. The timing was in part driven by the desire to be ready for the next round of related federal and state grants, as much as by the wish to be of use to the ongoing comprehensive plan updates, which are required of Washington state jurisdictions. Furthermore, it was anticipated that participating Oregon jurisdictions would be undertaking a Transportation Growth Management grant-funded bicycle and pedestrian planning effort in parallel. The timeline of the plan development therefore prescribed six phases:

- **Internal preparation** – Partner agencies compiled resource data; reviewed existing plans; and inventoried current and planned sidewalks, bike routes, multi-use trails, and other non-motorized transportation infrastructure to establish a region-wide overview of existing resources.
- **Stakeholder kick-off and initial public outreach workshops** – Interested groups and the public reviewed information, maps, and other visuals of existing infrastructure, and provided extensive input on desired destinations and connectivity.
- **Analysis of workshop findings and feedback** – Partner agencies analyzed desired origin and destination pairs and possible route options, reviewed nearby land uses, evaluated alignment suitability and feasibility, and considered potential flaws. This analysis culminated in a conceptual network, which was taken back to the public for review and prioritization during the second round of public outreach.
- **Network function and design** – Partner agency planners and engineers evaluated and selected final alignments to integrate commute, recreational, and regional non-motorized travel and connectivity. The resulting proposed network of pedestrian infrastructure, bike routes, and non-motorized trails was reviewed by the public during the third and final round of public outreach
- **Blue Mountain Region Trails Plan documentation** – Following stakeholder and public review and acceptance of the draft network, the draft trails plan was compiled.
- **Local entity review and adoption** – The *Blue Mountain Region Trails Plan* was adopted as a cooperative plan by the participating regional transportation planning organizations.

Next Steps

Local governments can use the completed plan to adopt identified sidewalk, bike route, and trail recommendations into the transportation and park-recreation elements of their respective comprehensive plans.

Furthermore, as a comprehensive regionwide effort, the *Blue Mountain Region Trails Plan* will unlock federal, state, and private grant funding opportunities to jump-start the phased implementation of the regionally-coordinated and often cross-jurisdictional facilities. In the long-term, implementation of the trails plan will increase opportunities for outdoor activities, enhance health and mobility, improve safety, encourage new economic development, and promote a higher quality of life within the region.

Public Involvement

The Blue Mountain Region Trails planning effort responds to, and fully considers, public visioning projects and community studies that were conducted prior to this planning effort. Feedback gathered at the following outreach events, conducted by the project’s partner agencies, is reflected in the plan goals and objectives. In addition, the project-specific public involvement activities, described in detail in the final section of this chapter, gave the public additional opportunities to influence the development of the plan.

Community Conversations

Community Council, in collaboration with the Blue Mountain Community Foundation, Sherwood Trust, and United Way of Walla Walla County invited residents to participate in a visioning process to share their ideas for the Blue Mountain Region. The first round of “Community Conversations” workshops drew more than 300 attendees and elicited public input regarding the future of the region. Feedback highlighted appreciation of the region’s natural environment, conservation, and outdoor recreation as shared values.

Two additional rounds of “Community Conversations” workshops focused on prioritization and the development of a more articulated vision of the future for the Blue Mountain Region. The information gathered through this process has since been used to inform local comprehensive plan updates and overall efforts to improve the quality of life regionwide. This undertaking was also of particular interest to the development of the *Blue Mountain Region Trails Plan*, as existing bike paths and recreational trails were identified by residents as regional treasures.

Enhancing Outdoor Recreation Opportunities

Giving more than 1,000 hours of their time, approximately 28 community members volunteered every week for a 26-week period to answer the question, “How can we promote, enhance, and develop outdoor recreation opportunities and accessibility to improve the region’s quality of life and economic vitality?” The final study report, which contains 19 recommendations for enhancing outdoor recreation opportunities, was publicly released in June 2015. Select recommendations from the *Enhancing Outdoor Recreation Opportunities* community study are to –

- Create a centralized, comprehensive outdoor recreation information portal that maintains an up-to-date inventory of recreational opportunities in the region;
- Promote the physical and mental health benefits of engaging in outdoor recreation opportunities to all populations;
- Connect the public to communities and landmarks via a network of trails in the region [...];
- Encourage regional outdoor recreation entities to collaborate and/or form partnerships to accomplish common goals and increase on-site usage [...]; and
- Explore recreational opportunities in the Blue Mountain foothills, especially near population centers.



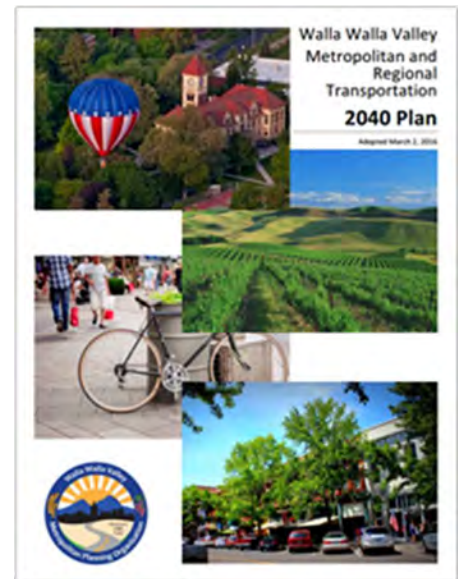
Since then, the study’s Implementation Task Force members have met with more than 50 key stakeholders over the past two years, totaling an additional 1,200 hours of volunteer time. Furthermore, two regional trails planning meetings, hosted by Community Council, drew representatives from a variety of agencies:

- Columbia County Planning Department, Umatilla County Planning Department, and Walla Walla County Community Development Department
- Walla Walla County Department of Community Health
- Cities of College Place, Dayton, Milton-Freewater, Prescott, and Walla Walla
- Port of Columbia and Waitsburg Commercial Club
- Palouse Regional Transportation Planning Organization and Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization
- Confederated Tribes of the Umatilla Indian Reservation
- U.S. Army Corps of Engineers

Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan

The Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) collaborated on the development and adoption of the 25-year transportation plan with the public and its local and state member entities. Collaborators include the cities of College Place, Milton-Freewater, Prescott, Waitsburg, and Walla Walla, Umatilla and Walla Walla counties, Valley Transit, the Port of Walla Walla, as well as the Oregon and Washington State Departments of Transportation. In addition, the Confederated Tribes of the Umatilla Indian Reservation served in an advisory role during the development of the *2040 Plan*. Based on public feedback and member input, select recommendations included in the plan are to –

- Conduct a regional bicycle and pedestrian study; and
- Improve [non-motorized] connectivity to major destinations and natural resource areas.



Throughout the *2040 Plan* development, public outreach participants advocated for significant resources to be dedicated to new and improved bicycle and pedestrian infrastructure.

Palouse Regional Transportation Plan Update

The Palouse Regional Transportation Planning Organization, which coordinates transportation planning and project programming in Asotin, Columbia, Garfield and Whitman counties, completed the development of the Palouse Regional Transportation 2040 Plan. Among the top five transportation key issues identified by survey participants were bicycle lanes, trails, and path network improvements; the top priority for improvements was bike lanes.



Image courtesy of the City of Milton-Freewater

Milton-Freewater - Project Discovery

In 2015, the Milton-Freewater Downtown Alliance (MFDA) partnered with the Pomegranate Center in a campaign to spur community buy-in to revitalize Milton-Freewater. After gathering input through several public meetings, architects unveiled a revitalization plan that incorporated emphasis on city history, the area’s growing wine industry, and the Walla Walla River.

While understanding that this vision may take years to realize, part of Project Discovery included an “early success” project that helped transform a vacant downtown lot into an inviting central gathering place that celebrates the community’s rich history and diversity. In less than one week, over 160

grassroots community volunteers came together to construct the space, which is now referred to as the “Gathering Place,” and is used for a variety of events related to music, art, and other community activities.

Burbank Area - Community Visioning

The Partnership for a Greater Burbank hosted a public gathering for its Community Visioning effort, which drew 80 community members, all of whom participated in small working groups to identify “Outdoor family and tourist activities - bike paths, jogging paths, pool” as one of the top three priorities.

Columbia County - Community Economic Development Strategies

In the December 2015 annual update of the Comprehensive Economic Development Strategies (CEDs) for Columbia County, county officials and meeting attendees ranked a “recreational path between Dayton and Waitsburg” among the top three priority strategies.



Blue Mountain Region Trails - Public Involvement Activities

It is important to note that a dedicated project website was set up to relate up-to-date information to the public throughout the duration of the plan development.

First Round of Outreach – Gathering Ideas

Between January 30 and February 2, 2017, project partner agencies held four identical workshops across the region - in Dayton, Walla Walla, Milton-Freewater, and Burbank - that attracted more than 450 participants.

Senderos de la región de las Montañas Azules

El proyecto esta en marcha!

¿Quiere que sus hijos vayan a la escuela caminando o en bicicleta por una ruta segura?
 ¿Le gusta caminar pero no hay lámparas por el camino que recorre?
 ¿Hay algún lago o área de recreación al que le gustaría ir sin tener que ir en carro?

¡Venga a cenar con nosotros y denos sus ideas y opiniones!

Jueves 16 de febrero
 4:30 - 6:30 pm
 Community Building,
 109 NE 5th St., Milton-Freewater

Viernes 17 de febrero
 4:30 - 6:30 pm
 Walla Walla Housing Authority
 501 Cayuse St., Walla Walla

Habrà cena

A WORKSHOP... TO DEVELOP A BLUEPRINT FOR A REGION-WIDE NON-MOTORIZED TRAIL AND TRANSPORTATION NETWORK

BLUE MOUNTAIN REGION TRAILS - BIKE ROUTES - SIDEWALKS PUBLIC WORKSHOP

In an unprecedented regional effort, local cities, counties, health departments, transportation and resource agencies, and many other stakeholders have joined forces with the National Park Service to develop a trails plan that will span all local jurisdictions in Columbia & Walla Walla counties and northeastern Umatilla County... The planning team needs your help!

Share your ideas on connections and destinations at one of the identical workshops.

Best Western 507 E. Main St. DAYTON Monday, January 30 5:30 - 7:30pm	Community Bldg WW Cnty Fairgrounds 363 Orchard St. WALLA WALLA Tuesday, January 31 5:30 - 7:30pm	Community Bldg 109 NE 5th St. MILTON-FREEWATER Wednesday, February 1 5:30 - 7:30pm	Columbia Middle School Commons 755 Maple St. BURBANK Thursday, February 2 5:30 - 7:30pm
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(Children, Spanish Translation, and Refreshments Will Be Provided)

In addition to these initial four workshops, which were conducted in English, but offered Spanish materials and interpretation, two more Spanish-only workshops were hosted in Walla Walla and Milton-Freewater to elicit additional feedback from the region’s Spanish-speaking Latino population.

At each workshop, attendees were able to provide direct input on desired connections and destinations through the mark-up of area maps, which showed existing paths and trails, along with points of interest. Volunteer facilitators provided assistance, answered questions, and recorded the public’s contributions.



Through the public workshops and an online comment and file repository, almost 1,000 individual route alignments and associated comments were collected – 73% related to regional trails. Volunteers and partner agency staff digitized and analyzed all comments.

After overlaying all input data onto one map, as illustrated on the following page, it became

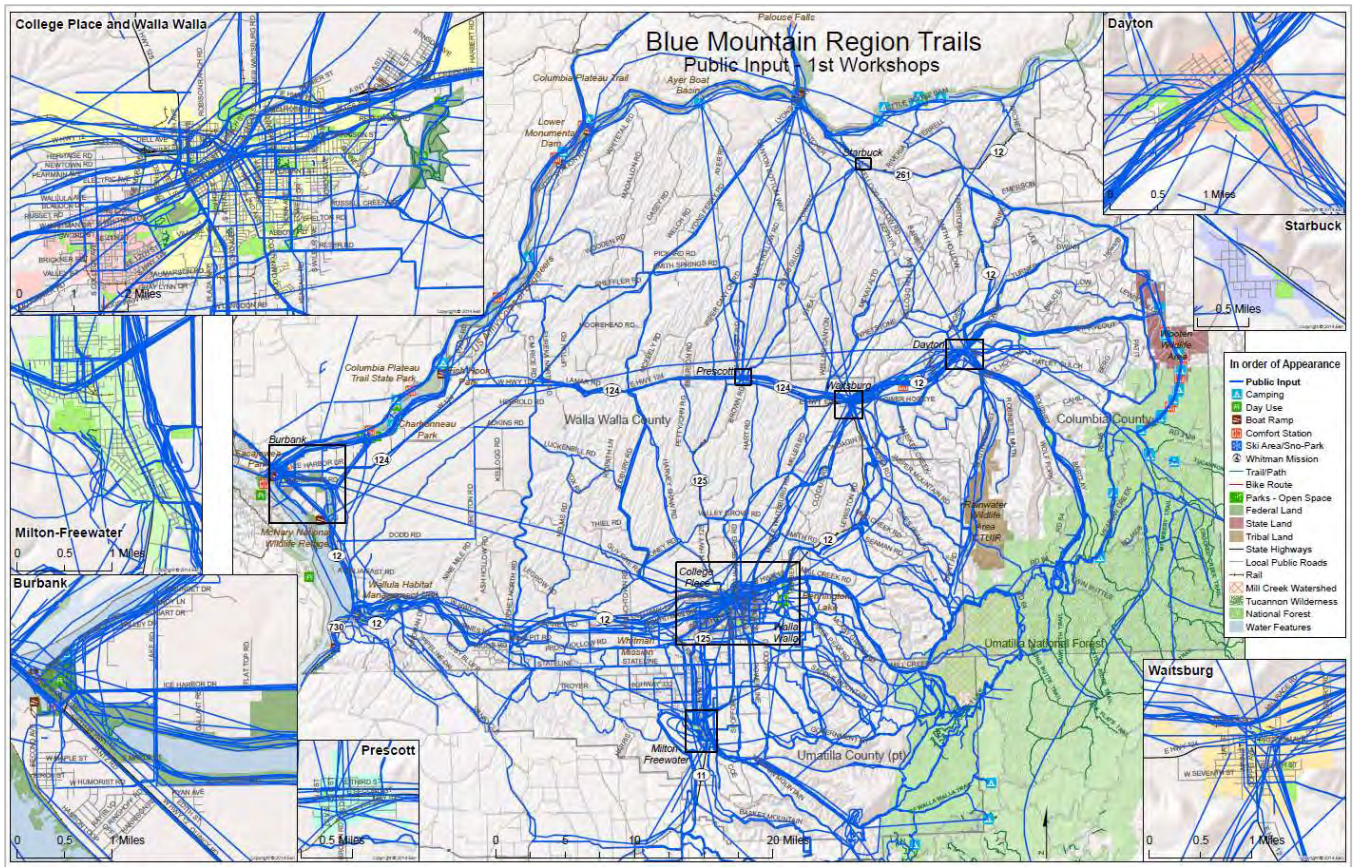
evident that the public’s desire for connections throughout the region focused on three areas: recreation along the rivers, connections between communities, and access to the region’s forests, including the Wooten Wildlife Area and the Umatilla National Forest.

Share your ideas <https://goo.gl/c7AGh0>

Blue Mountain Region Trails

Share them here

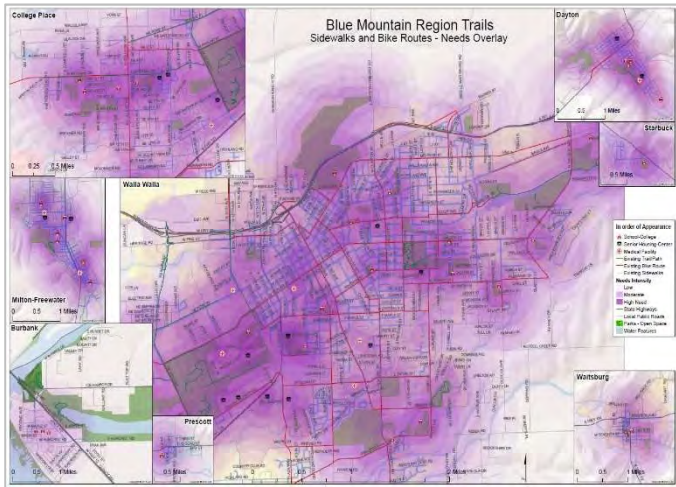
<https://goo.gl/Zqd7z0>



In between the first and second round of outreach, partner agencies also gave multiple project presentations to interested civic groups as requested.

Second Round of Outreach – Conceptual Network and Regional Prioritization

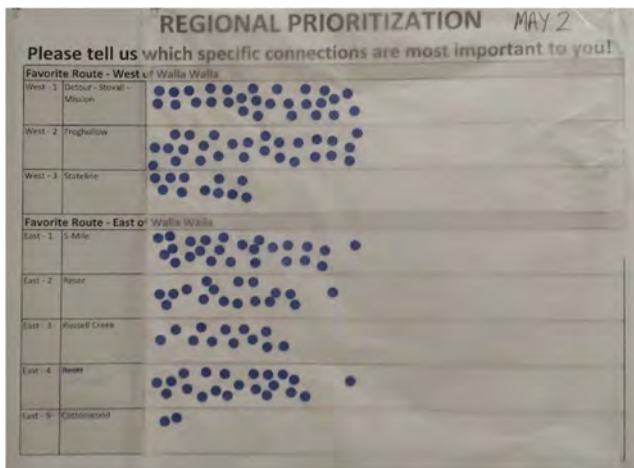
Focusing on the three areas identified during the first round of workshops, and using **only public lands or publicly-owned rights-of-way**, the project team identified network alignments that included almost 430 miles of potential regional connections.



Supporting the previously gathered public input with a data-driven needs analysis based on population distribution, schools, parks, senior housing, and other land use activities, the project team also identified sidewalks along 15 miles of municipal roadways and 30 miles of additional "in-town" bike routes.

The resulting conceptual network consisting of non-motorized trails and transportation connections and new sidewalks and bike routes was the primary focal point of the second round of public workshops, which were conducted in four locations throughout the region on May 1 through May 4, 2017.

The workshops garnered 172 attendees, 162 of whom participated in the “regional connection” and “needs” prioritization activities.



- Of the 28 different “regional connection” options presented at the workshop, participants placed a high priority on having access to the forested areas, followed closely by enhanced non-motorized connections between the communities. The public was also interested in a future ‘heritage route’, which would connect several historic sites, including the Whitman Mission and Frenchtown, between Walla Walla, Wallula, and the Columbia River.

Overall, the reception of the conceptual network was positive. Workshop attendees also discussed the cost associated with the desired non-motorized transportation and trails network. Some participants voiced concerns related to potential conflicts between farming practices and trail use; and project team members shared with attendees that several options were still being investigated, most of which were associated with additional off-roadway connections.

Third Round of Outreach – Review of Proposed Regional Network Projects

Following extensive discussions between community planners and their engineering counterparts, a draft blueprint of the Blue Mountain Region Trails network was unveiled during the third round of public outreach, which was conducted entirely online.

The team set up a bilingual online forum - <https://www.communityremarks.com/wwwmpo>, where the public was able to view street-level and route-specific information. As shown on the following page, this online format allowed full access to embed route-specific or general comments as desired.



- The “needs” prioritization activity gave participants the opportunity to rank senior housing, schools, medical facilities, parks, main streets, transit, trails, and low income in terms of highest need for nearby investments into pedestrian and bicycle infrastructure. Although there were some differences in the exact sequence of needs from one workshop location to the next, ‘proximity to existing trails’ came out as a clear winner, followed by a close grouping of school, main street, and park areas.

How much does it cost?		¿Cuánto cuesta?	
Sidewalk (Concrete, 5' wide) Banquetas Per mile Average Cost \$347,200 Coste medio Por milla	Flashing Beacon (RRF) Píxeles de luz para el cruce de peatones Each Average Cost \$22,300 Coste medio Cada	Street Lighting Alumbrado público Each Average Cost \$4,800 Coste medio Cada	
Curb Ramp Rampa en la guarnición Each Average Cost \$810 Coste medio Cada	Blue "Sharrow" Marking Marcación de doble flecha sin cuerpo (carriil compartido) Each Average Cost \$180 Coste medio Cada	Paved Shoulder Área pavimentada (para estacionarse en una emergencia) Per mile Average Cost \$146,800 Coste medio Por milla	
Curb Extension Extensión de la guarnición Each Average Cost \$13,000 Coste medio Cada	Bike Lane Marking Marcación de carril para bicicletas Per mile Average Cost \$18,200 Coste medio Por milla	Multi-Use Path - Paved Corredor pavimentado para usos múltiples Per mile Average Cost \$481,100 Coste medio Por milla	
Crosswalk (Striping only) Cruce de peatones con rayas de demarcación Each Average Cost \$360 Coste medio Cada	Improved Bike Lane Carril nuevo para bicicletas Per mile Average Cost \$239,400 Coste medio Por milla	Multi-Use Path - Unpaved Corredor para usos múltiples no pavimentado Per mile Average Cost \$121,400 Coste medio Por milla	
Median Refuge Camellón Each Average Cost \$13,300 Coste medio Cada	Bike Route Signs Señalamiento para rutas ciclistas Each Average Cost \$300 Coste medio Cada	Overpass/Underpass - Wood or Steel Paso elevado o subterráneo - Acero Each Average Cost \$206,300 Coste medio Cada	

Source: "Costs for Pedestrian and Bicyclist Infrastructure Improvements" October 2013. Max A. Bushell, Bryan W. Poole, Charles V. Ziegen, Daniel A. Rodriguez (UNC Highway Research Center).
 https://www.researchgate.net/publication/266111111_Costs_for_Pedestrian_and_Bicyclist_Infrastructure_Improvements

Ongoing maintenance must also be considered – Maintaining “fair” condition is 6 to 10 times less expensive than rebuilding

We need your help! We are pleased to share a draft of the Blue Mountain Regional Trails Plan, a regional non-motorized transportation and trails network, which spans Columbia and Walla Walla counties and northeastern Umatilla County.

Our current objective is to refine the draft network by determining suitability of use and identifying potential concerns. We ask for your input in the following areas:

- General: Do you have any general comments about this project that you would like to share?
- Route-specific: Are the proposed trails suitable for particular uses – walking, road cycling, mountain biking, horseback riding?
- Location-specific: What potential issues need to be considered at this location? For example, are there blind corners, steep inclines, safety concerns, accessibility issues, potential conflicts between different types of users?
- Future use: Are there route locations that should be considered for inclusion in future BMRT network updates?

For more info about the project, please go to www.bluezonetrails.org.

[Project List](#) [Full Screen](#)

¡Necesitamos su ayuda! Estamos gustosos de compartir el borrador del Plan de senderos de la región de las Montañas Azules, una red regional de senderos y transporte no motorizado, que abarque los condados Columbia, Walla Walla y el noreste del condado Umatilla.

Nuestro objetivo es pulir este borrador para determinar que tan conveniente será su uso e identificar problemas posibles. Les pedimos su opinión en las siguientes áreas:

- General: ¿Tiene comentarios generales para este proyecto que le gustaría compartir?
- Ruta específica: ¿Son convenientes los senderos propuestos para los usos específicos: caminar, andar en bicicleta regular, practicar el ciclismo de montaña, montar a caballo?
- Locación específica: ¿Qué posibles problemas necesitan tomarse en cuenta en esta locación? Por ejemplo ¿hay curvas que no tienen visibilidad, cuestas empinadas, preocupaciones sobre la seguridad, problemas para tener acceso, conflictos potenciales entre los diferentes tipos de usuarios?
- Uso a futuro: ¿Hay rutas que deben tomarse en cuenta para que se les incluya en las actualizaciones futuras de la red de senderos de la región de las Montañas Azules?

Para más detalles de este proyecto visite www.bluezonetrails.org.

Add a comment by clicking on the location for your comment, then click the dropped pin

Map Satellite

Washington State Penitentiary, Whitman College, Walla Walla Club, Basel Cellars Estate Winery, Pepper Bridge Winery

Map data ©2017 Google, 1 km, Terms of Use, Report a map error

Show/Hide Layer Menu

- Bike/Hike/Ride Trails Planned
- Trails Planned
- Ridge Route Planned
- Forest Service Trails Need Improvement
- Multi Use Paths Planned
- Multi Use Paths (Regional)
- Sidewalks Planned
- Bike Lanes Planned
- Bike Route (Shared Roads) Planned

Mapped Comments Projects General Comments

[Accessible Paths / Banquetas y los caminos accesibles](#)

21 Comments

[Sidewalks / Banquetas](#)

7 Comments

Recent comment by Rhonda & Jim

Kudos to all for a fantastic job! We love the added sidewalks to WW, esp. to E WW, as noted by others, but would also love to see some more south of Prospect/Reecer, since so much building is going on here (and prejudiced for ourselves, too!) ...

4 from 30 users flag
General Comments

In order to facilitate the dialogue, partner agencies posted specific prompts designed to ask online participants to share their knowledge in the following areas:

- **Route-specific** – Are the proposed routes and trails suitable for the identified uses – walking, road cycling, hiking, mountain biking, or horseback riding?
- **Location-specific** – What potential issues need to be considered at this location? For example, are there blind corners, steep inclines, safety concerns, accessibility issues, or potential conflicts between different types of users?
- **Future use** – Are there route locations that should be considered for inclusion in future network updates?
- **General** – Do you have any other comments about this project that you would like to share?

A total of 142 comments were gathered and subsequently analyzed by each affected jurisdiction to determine if changes to the draft network were needed; only minor adjustments were necessary as a result of the review. The breakdown of comments related to infrastructure type was as follows:

- 53 comments were related to bike routes;
- 23 were directed towards paved, multi-use paths;
- 21 focused on accessibility concerns;
- 7 were concerned with sidewalks;
- 8 comments were specific to proposed trails; and
- 30 related to the project in general.

Plan Purpose

The vision, goals, and objectives of the *Blue Mountain Region Trails Plan* build on the various visioning, goal setting, and planning efforts that, to date, had been undertaken by project partners:

Health

- Walla Walla County Department of Community Health - *Community Health Improvement Plan* emphasizes Healthy Lifestyles as a community priority and the *Every Body Walk!* microgrant aims to increase physical activity and work towards change in Latino neighborhoods.
- Umatilla County - *Plan4Health* initiative targets reduction in adult and childhood obesity.
- Columbia County - *Community Health Improvement Plan* listed increasing community physical activity as the top priority.

Mobility

- Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization - *2040 Plan* recommends the development of a Regional Bicycle and Pedestrian Study.
- City of Walla Walla - *2013 Bicycle and Pedestrian Master Plan* was developed, and is currently implemented, by the City's Bicycle and Pedestrian Advisory Committee.

Recreation, Stewardship and Conservation, Quality of Life, and Livability

- Community Council, United Way of Walla Walla County, Blue Mountain Community Foundation, Sherwood Trust, and Pomegranate Center - *Community Conversation* workshops elicit citizens' input on community priorities to guide future planning and development efforts.
- City of Dayton - *Comprehensive Plan* emphasizes physical activity and trails development.
- Dayton Chamber of Commerce and Dayton Historic Depot Society - *Dayton/Columbia County Historic Walking Tour* guides individuals through Dayton's historic districts.
- Walla Walla Chamber of Commerce - *Walking Tour and Trail Guide Brochures* provide residents and visitors information designed to help them explore Fort Walla Walla, Downtown Walla Walla, Walla Walla Historic Homes, and Boyer Avenue.
- Community Council - *Enhancing Outdoor Recreation Opportunities* study recommends that the public be connected to communities and landmarks via a network of trails in the region.
- Columbia County, City of Dayton, and Port of Columbia - *Cooperative Park Master Plan* calls for the development of a seamless recreation map and access to waterways, state, and federal lands.
- City of College Place - *Park and Open Space Plan* calls for the development of pedestrian and bicycle trails along select creeks and supports the development of a bike path system.
- Partnership for a Greater Burbank - *Community Visioning* identifies outdoor activities as top priority.
- Bluewood Ski Resort - Based on the 2011 passage of the Ski Area Recreational Opportunity Enhancement Act, the ski area may be opened to cyclists and hikers for summer usage.



Economic Development and Tourism

- Walla Walla Tourism - *Walla Walla Valley Cycling* map is used by residents and tourists.
- Southeast Washington Economic Development Agency - *2016 Comprehensive Development Strategy* calls for the creation and improvement of walking and biking paths.
- Regional Wayfinding Coalition - *Walla Walla Valley Regional Wayfinding Signage* is being implemented to help visitors easily navigate the region and its sites.

Vision, Goals, and Objectives

The visioning and goal setting for the *Blue Mountain Region Trails Plan* itself was kicked off by a series of meetings among partner agencies, which were designed to exchange public input received to date; gather existing plans, reports, and data; create an overview of existing infrastructure, challenges, and opportunities; and to determine the guiding principles for the development of the desired non-motorized trails and transportation network. Subsequently, this initial framework was fleshed out during the first round of public outreach, where workshop participants shared additional concerns and suggestions, along with their connection preferences.

Plan Vision

Develop a community-driven and locally-supported regionwide network of bicycle and pedestrian routes and non-motorized trails to provide outdoor recreation opportunities, mobility options, and connectivity within the Blue Mountain Region that benefit –

health, mobility, quality of life and livability, and economic development and tourism.

Based on the input received from the public, local stakeholders, and partner agencies, the following goals and related objectives were set out for the development of the *Blue Mountain Region Trails Plan*.

Improve Health

Many of the key partners for this project are planners and public health officials who share a common goal of integrating health-promoting policies and supportive design into the planning and implementation of the built environment – ultimately leading to healthy communities.

A regional bicycle, pedestrian, and non-motorized trails plan provides opportunities for health policymakers to develop programs and infrastructure that make noticeable, long-term improvements in the population’s health and wellness. This regional trail plan is also a mechanism for local jurisdictions to apply for grant funding to develop non-motorized transportation and trails infrastructure, ultimately leading to increased

opportunities for physical activity.

Health Objectives -

- Invest in active transportation and recreational trail options to increase participation in physical activities.
- Improve non-motorized connectivity to public spaces, such as schools, parks, and community activity centers to facilitate community involvement and social interaction.
- Increase access to natural resource areas to promote stress reduction and playful exploration.

Enhance Mobility

Trails and non-motorized transportation are important to mobility, economic vitality, safety, and environmental sustainability, all of which are goals laid out by both the Oregon and Washington state transportation plans. Within the region, these goals translate to fostering livable and thriving communities, where transportation systems are designed to equitably serve all users, support and enhance walking and biking as active transportation options, and ensure connectivity within and among communities and other regional destinations.

Enhancing these active transportation options is particularly important, as approximately 43 percent of all vehicle trips are three miles or less in length, according to the latest National Household Travel Survey conducted by the Federal Highway Administration.

Mobility Objectives -

- Fill gaps in the pedestrian and bicycle network to increase the number of walking and biking trips.
- Improve existing connections to enhance safety features.
- Replace short automobile trips with active transportation to reduce fuel consumption.
- Upgrade existing sidewalk facilities to become accessible for persons with disabilities.

Increase Quality of Life and Livability

A regional non-motorized transportation and trail network can provide residents direct and immediate access to the natural and cultural landscape that surrounds them. Research suggests that spending time outdoors creates an emotional connection to the land, which fosters stewardship and conservation, in turn helping ensure that the region's amenities are available for enjoyment by future generations.

Further, intimate access to the many natural and man-made treasures of the region strengthens a sense of belonging and regional identity. As a public amenity, the trails and transportation network will be accessible to all residents, and the planning team has placed emphasis on designing for equity by considering the needs of low-income, minority, and differently-abled populations.

The region-wide planning effort also benefits the development of the cities' and counties' comprehensive planning efforts, which provide the framework for how our communities will grow. These comprehensive plans are the centerpiece of local planning that guide growth and promote the communities' vision and values.

Quality of Life and Livability Objectives -

- Promote context-sensitive design of pedestrian, bicycle, and trails facilities that support and enhance the desired community character.
- Plan for users of all age and ability levels.
- Consider equity implications for all proposed investments.

Support Economic Development and Tourism

A 2017 study conducted by the Outdoor Industry Association found that, in Oregon, outdoor recreation generates \$16.4 billion annually in consumer spending, \$5.1 billion in wages and salaries, and \$749 million in state and local tax revenues. Washington state's 2018-2022 State Comprehensive Outdoor Recreation Plan reports that outdoor recreation contributes \$21.6 billion to Washington State's economy each year. These statewide outdoor recreation systems are supported by public and private partners and are a driving factor in the respective state's economic success, human and ecological health, and overall quality of life. *The Economic Analysis of Outdoor Recreation at Washington's State Parks* study prepared for the Washington State Parks and Recreation Commission, found that walking is the highest ranked outdoor recreation activity at 357 million participant days, followed by jogging or running at 151 million. These activities are relatively inexpensive, but given their high frequency, result in \$2.7 billion per year. Horseback riding ranks as the fifth highest recreational activity by total expenditures at over \$200 million annually.

Although the trails will be relatively small income generators compared to manufacturing, health services, and other large sectors of the regional economy, their impacts could significantly benefit the region and its rural communities. Outdoor recreation may generate new economic vitality in rural locations that have been undergoing economic restructuring associated with the increasing globalization of agriculture and manufacturing. More importantly, the potential for increased visitors to the region as a result of a more developed recreational infrastructure, could have significant, long-term and sustainable impact on the economic vitality of the Blue Mountain Region.

Economic Development and Tourism Objectives -

- Develop and maintain an up-to-date inventory of non-motorized transportation and trail infrastructure and amenities.
- Prepare promotional materials to market existing and new paths and trails.
- Pursue the creation of a regionwide online portal to make non-motorized transportation and trails information available to a wide audience.

Related Statewide Recreation Strategies

These *Blue Mountain Region Trails Plan* goals and objectives should also be viewed within the larger context of statewide priorities and impacts laid out by Oregon and Washington state outdoor recreation and trails planning efforts, including identified priorities and strategies.



As part of the development of *Ensuring Oregon's Outdoor Legacy*, which is the State Comprehensive Outdoor Recreation Plan (SCORP), a total of 8,860 randomly selected Oregonians completed a survey questionnaire. Identified top priority needs for the future are soft surface walking trails, access to waterways, nature and wildlife viewing areas, playgrounds with natural materials (natural play areas), picnic areas for small groups and off-street bicycle trails. The Oregon SCORP planning effort also identified five top statewide issues affecting outdoor recreation, including the addition of more recreational trails, better trail connectivity between parks and communities, and the recognition and strengthening of park and recreation's role in increasing physical activity among Oregonians.

Oregon Trails 2016: A Vision for the Future, constitutes Oregon's ten-year plan for recreational trail management. The supporting surveys and public outreach identified several high priority areas:

- Add walking/hiking trails inside and outside of communities.
- Emphasize close-to-home trail investments to maximize everyday use by local residents.
- Within communities, provide hard surface trails for biking.
- Outside of communities, expand trails for backpacking.

As the highest funding priorities, connecting trails into a larger system, more wayfinding signage, and the repair of major trail damage were identified.



A survey conducted for Washington State's 2018-2022 SCORP *Recreation and Conservation Plan for Washington State*, found that residents desire additional recreation opportunities. Of the 5,821 respondents 27% encountered constraints to participation and 32% indicated there are outdoor recreation activities they do not currently participate in, but might like to pursue in the future. Another 31% of respondents were undecided, but could potentially become part of the future demand depending on opportunity and access.

Washington state's SCORP also includes the State Trails Plan, which identifies the following recommendations for walking, hiking, biking, and horseback riding trails:

- Improve trail equity – Provide trails in the locations that serve the most people and supports the public's needs efficiently; a key emphasis is placed on providing a trail system for all Washingtonians, including currently underserved people.
- Link trails with transportation – Foster links between recreation and transportation planning efforts, maximize limited trail resources, and improve access to a larger network of trails.
- Create regional partnerships – Pursue regional solutions and build partnerships as trails often cross jurisdictional boundaries.
- Maintain inventory of mapped trails – Map and maintain an inventory of trails as a way to gauge projected future demand for new trails and trail connections.
- Evaluate the State Recreation Trails designation process – The Recreation and Conservation Funding Board will evaluate whether to renew the recreational trail designation program established in 1973.

State Comprehensive Outdoor Recreation Plans

SCORPs are intended to meet requirements of the National Park Service to maintain eligibility for the federal Land and Water Conservation Fund.

The Federal Highway Administration requires states to use a SCORP or trails plan to guide funding for the Recreational Trails Program.

The priorities in the SCORPs also serve to guide other federal, state, and local outdoor recreation and conservation activities.

Inventory and Needs Assessment

As part of the plan development, an inventory of existing pedestrian, bicycle, path, and trail infrastructure was conducted, which determined that the Blue Mountain Region already has 434 miles of paths and trails, 159 miles of bike routes, and 284 miles of sidewalks. The following sections provide more detailed information for each type of non-motorized trails and transportation infrastructure by entity ownership.

For the purpose of reader convenience, the aggregate figures for proposed improvements are captured here, whereas detailed information on all underlying projects is contained in the chapter titled “Capital Improvement Program”.

Sidewalks

Walking defines the first and last segment of every trip – whether for recreation or any other purpose.

Entity	Roadway - paved (centerline miles ¹)	Current Sidewalks (miles)	Sidewalk Improvements (miles)
Columbia County	213.8		
City of Dayton	21.0	15.9	1.4
Town of Starbuck	2.8	1.0	0.3
Umatilla County (pt)	214.3 ²		
City of Milton-Freewater	35.3	27.6	
Walla Walla County	743.1	6.3	2.5 ³
City of College Place	34.6	39.5	2.5
City of Prescott	5.8	0.8	0.8 ⁴
City of Waitsburg	11.0	8.1	
City of Walla Walla	154.3	184.6	7.8 ³
Region - Total	1,436.0	283.9	15.3

¹ Public roadways - includes 42.9, 13.2, and 148.5 miles of state highways (Columbia, Umatilla, and Walla Walla counties, respectively)

² Pavement information was not available for Umatilla County roadway file (centerline mileage includes some gravel roads)

³ Includes portion of proposed city-county project

⁴ Includes 0.7 miles of existing sidewalks that require rehabilitation

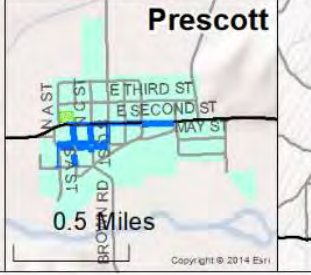
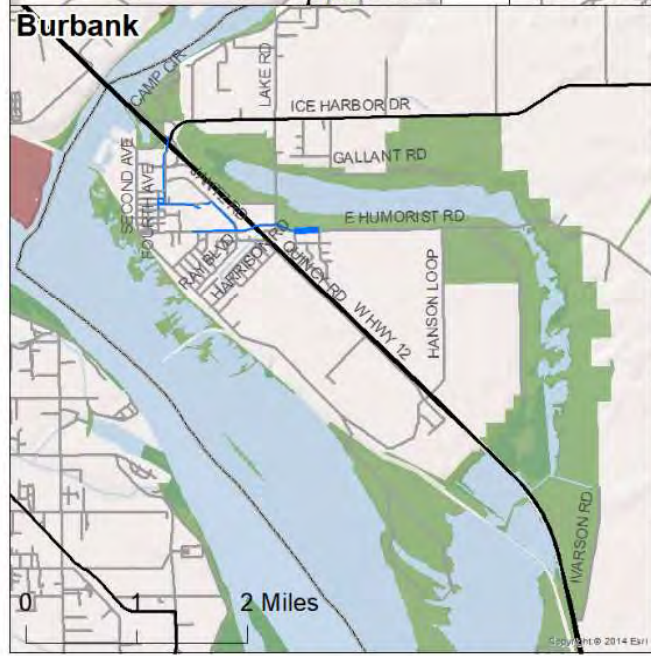
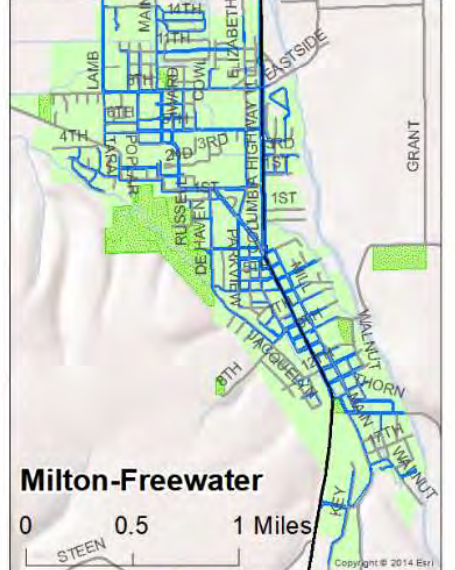
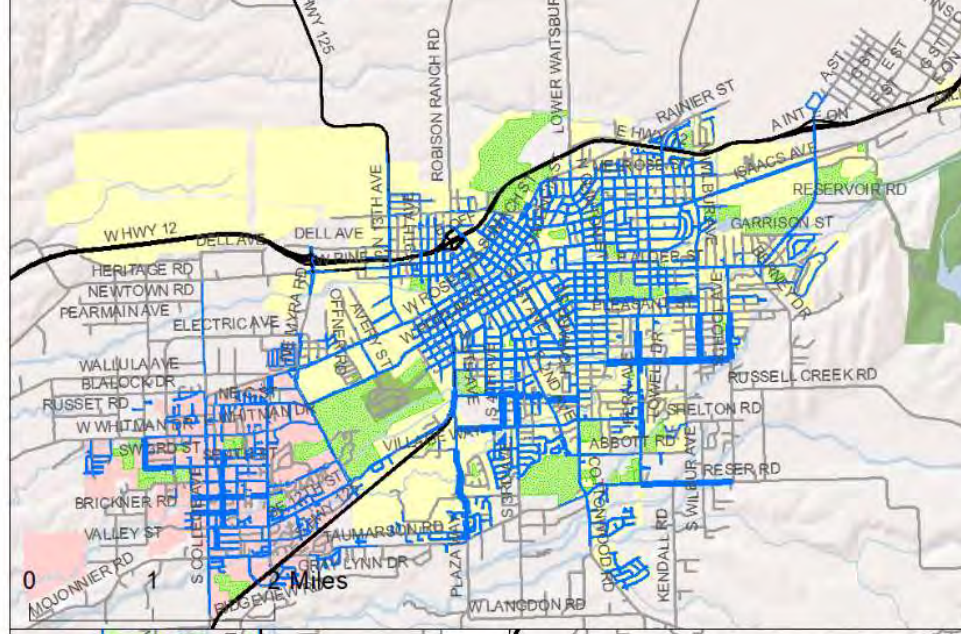
Sidewalk Needs

Specific level-of-service benchmarks for sidewalks have not been set by Blue Mountain Region cities. Furthermore, during the first round of public workshops conducted for the *Blue Mountain Region Trails Plan*, relatively few (7% of just under 1,000) sidewalk-specific comments were collected that could have been used to ascertain specific high need areas for additional sidewalk infrastructure within the region.

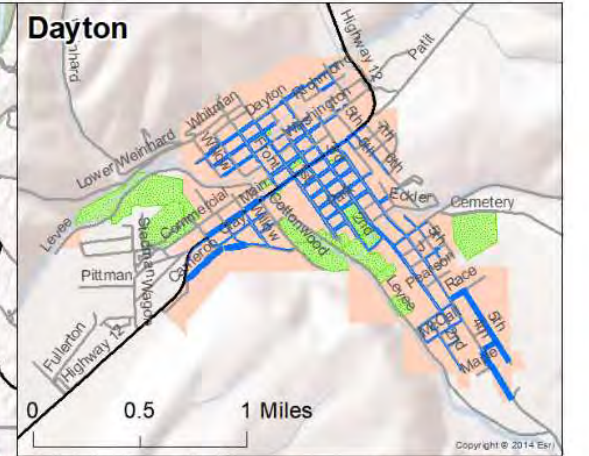
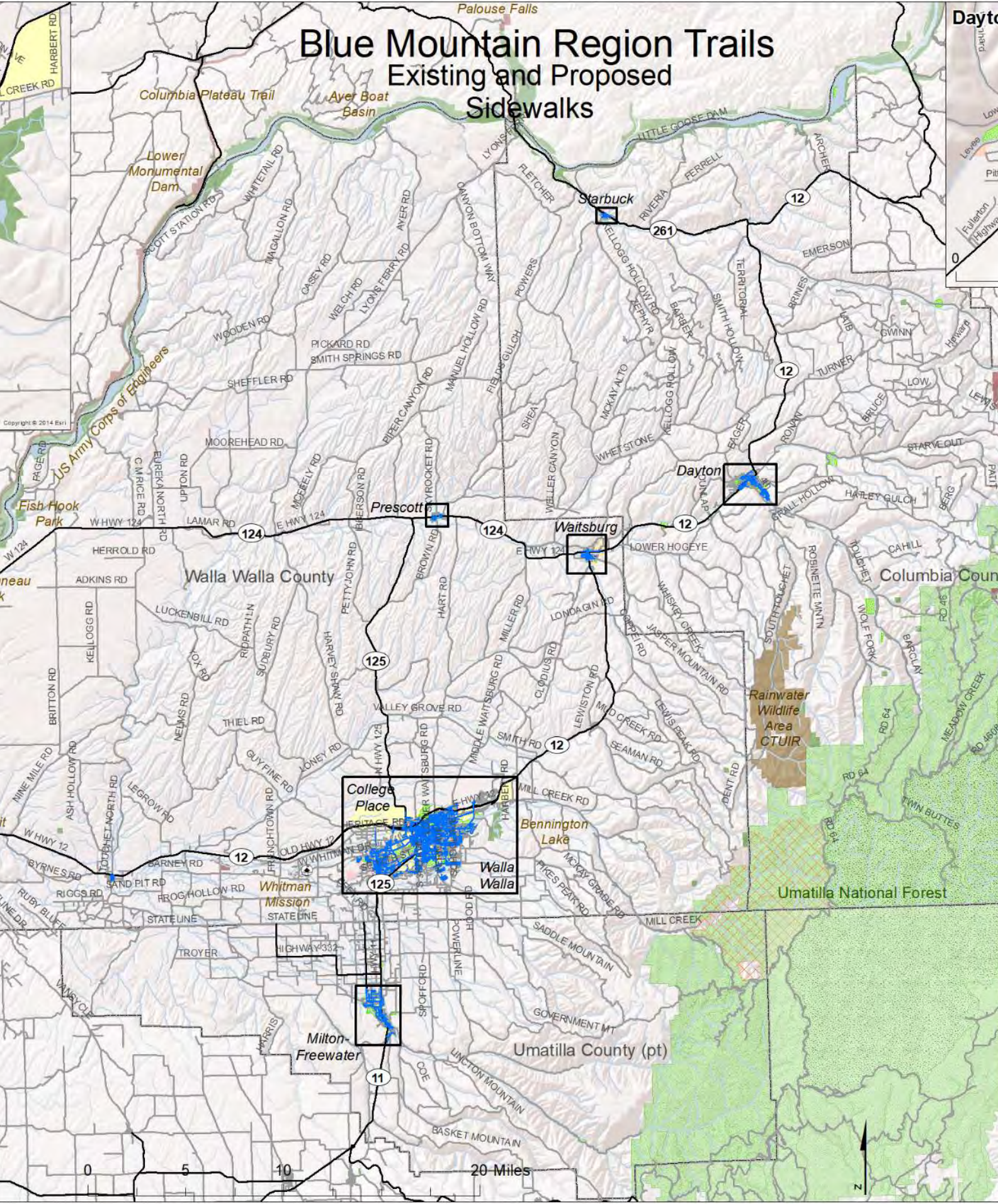
In order to highlight such high need areas, local city and county engineers and planners worked together to develop a land use data-driven methodology that could be applied regionwide. (Please refer to the March 16, 2017 meeting notes in the last appendix for details).

In summary, household income and proximity to senior housing, major medical facilities, schools, parks and other greenspaces, main streets and downtown areas, historical sites, major employment sites, transit stops, and trails were combined to produce an overall indication of need for nearby sidewalk infrastructure. As part of the subsequently held meetings with each of the local project partner jurisdictions, this information was used to identify sidewalk gaps in high need areas, with a particular emphasis on alignments identified in primary school route plans. The map on the following page shows both existing and proposed sidewalk infrastructure.

College Place and Walla Walla

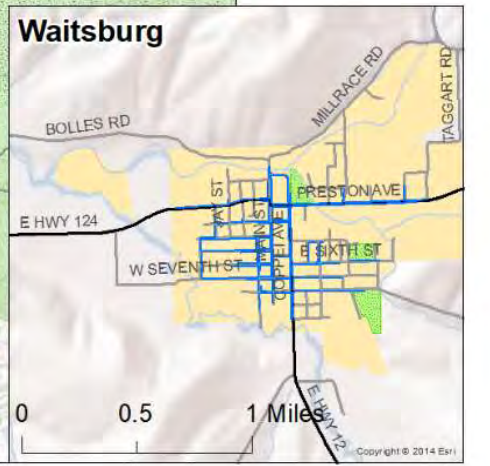


**Blue Mountain Region Trails
Existing and Proposed
Sidewalks**



Proposed Improvements

- Sidewalks
- Existing Features
- Whitman Mission
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- Mill Creek Watershed
- National Forest
- Water Features



Bike Routes

Within the region, two different types of bicycle infrastructure prevail – designated bike lanes and shared roads.

Bike Lanes

Bike lanes are delineated through roadway striping and are often located between travel lanes and on-street parking.

Entity	Roadway - paved (centerline miles ¹)	Current Bike Lanes (miles)	Bike Lane Improvements (miles)
Columbia County	213.8		
City of Dayton	21.0	0.6	
Town of Starbuck	2.8		
Umatilla County (pt)	214.3 ²		
City of Milton-Freewater	35.3		0.5 ³
Walla Walla County	743.1	1.9	0.6
City of College Place	34.6	0.5	4.4
City of Prescott	5.8		
City of Waitsburg	11.0		
City of Walla Walla	154.3	13.8	3.3
Region - Total	1,436.0	16.8	8.9

¹ Public roadways - includes 42.9, 13.2, and 148.5 miles of state highways (Columbia, Umatilla, and Walla Walla counties, respectively)

² Pavement information was not available for Umatilla County roadway file (centerline mileage includes some gravel roads)

³ Includes sections on state highways

Shared Roads

The majority of current bicycle features consists of shared-use lanes, which are used by both vehicles and bicycles.

Entity	Roadway - paved and unpaved (centerline miles ¹)	Current Shared Road (miles)	Shared Road Improvements (miles)
Columbia County	587.4	13.6	57.7
City of Dayton	21.0		2.8 ²
Town of Starbuck	2.842		
Umatilla County (pt)	214.3	36.8	8.6 ²
City of Milton-Freewater	35.3	0.2	4.2
Walla Walla County	1,107.1	67.1 ³	134.1 ²
City of College Place	34.6		2.9
City of Prescott	5.8		0.2
City of Waitsburg	11.0		1.0 ²
City of Walla Walla	154.3	23.8	3.2
Region - Total	2,173.6	141.4	214.8

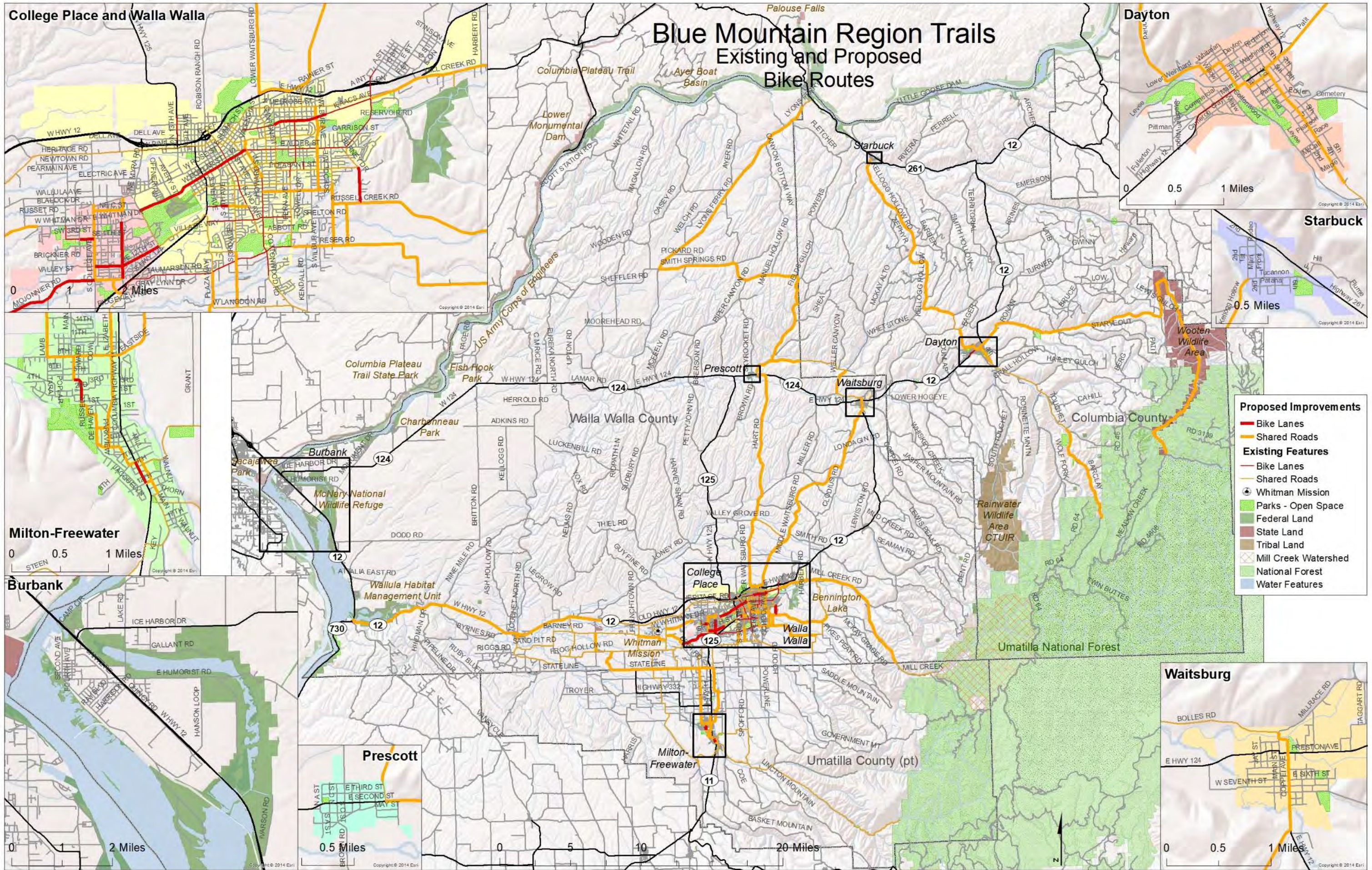
¹ Public roadways - includes 42.9, 13.2, and 148.5 miles of state highways (Columbia, Umatilla, and Walla Walla counties, respectively)

² Includes sections on state highways

³ Includes 0.5 miles of road under the jurisdiction of the National Park Service (entrance to the Whitman Mission National Historic Site)

Bike Route Needs

As with sidewalks, level-of-service benchmarks for bike routes have not been set in the region. Therefore, the previously discussed regionwide needs analysis was also conducted for bike routes. Special emphasis was placed on closing gaps in the existing system, and as a significant number (20% of just under 1,000) of bike route-related comments were gathered during the first round of workshops, the areas of high need were overlaid with the desired connections shared by the public. The map on the following page shows existing and proposed bike routes.



Paved Multi-Use Paths

The majority of publicly-owned, paved paths are located within or near parks and along select greenbelts, although several roadside multi-use paths have been implemented in recent years. Depending on their width, most paths accommodate simultaneous walking and biking use.

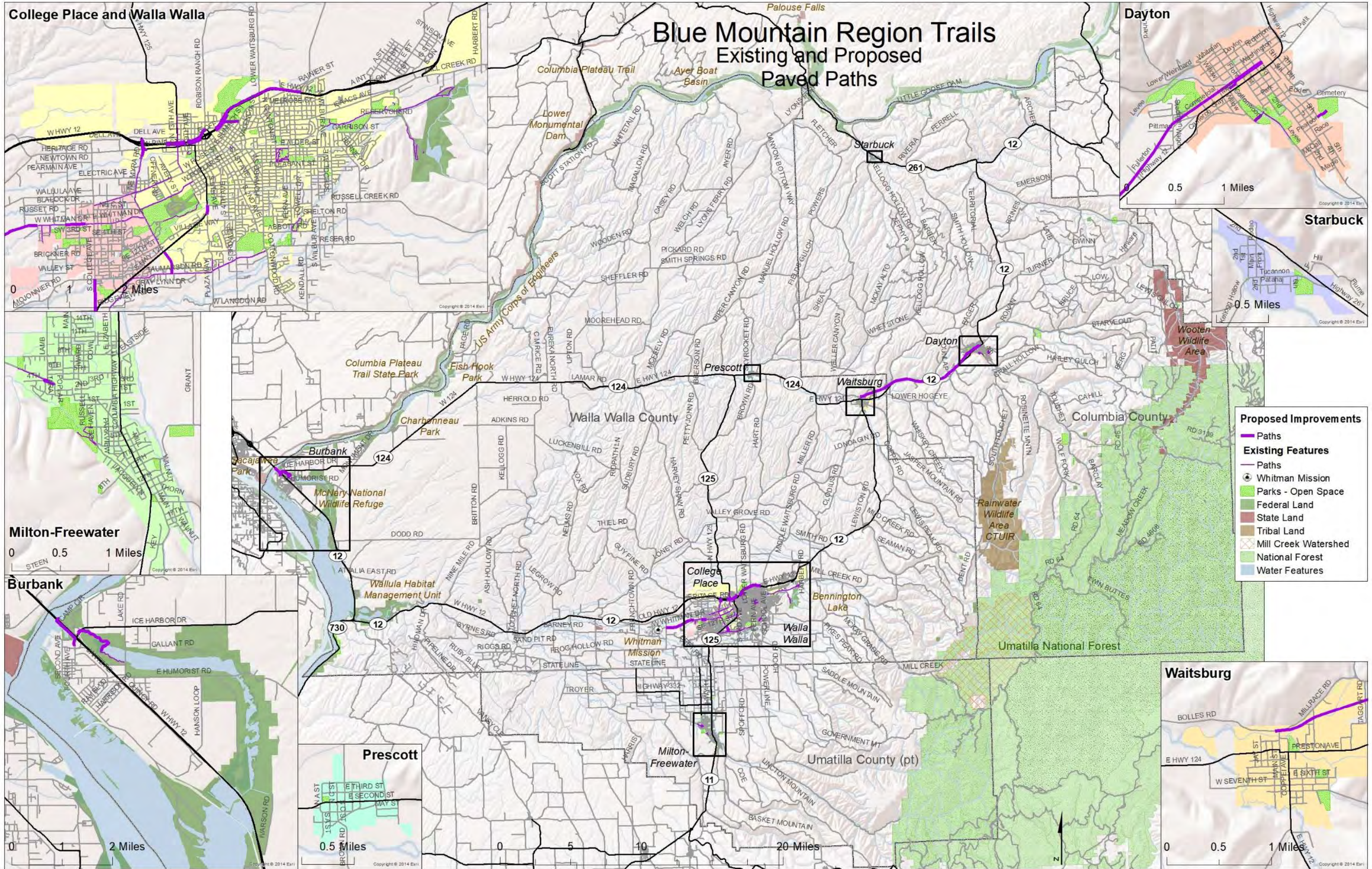
Entity	Current Paths (miles)	Path Improvements (miles)
Columbia County		
City of Dayton	0.4	0.6
Town of Starbuck		
Umatilla County (pt)		
City of Milton-Freewater	0.9	0.2
Walla Walla County	2.5	2.1
City of College Place	3.2	1.1
City of Prescott		
City of Waitsburg		
City of Walla Walla	9.5	0.9
Walla Walla Public Schools	0.7	
Walla Walla Community College	0.6	
Port of Columbia		9.8
WSDOT	0.1 ¹	5.3
U.S. Army Corps of Engineers	2.6	
U.S. Fish and Wildlife Service	0.6	1.0
Region - Total	21.2	20.9

¹ 5.2 miles of existing paths are included in the “improvements” category since they require extensive restoration

Path Needs

The location of existing paved, multi-use paths was evaluated as to proximity to the region’s population. Using 2010 Decennial Census population data by block geography and the buffer analysis capability of a Geographical Information Systems (GIS) software suite, it was determined that less than 30% of the population within the Blue Mountain Region currently resides within 0.5 miles of an existing neighborhood path.

According to the thresholds published by the Washington Recreation and Conservation Office (RCO), this is representative of a level-of-service (LOS) E, the lowest in a scale of A through E. (Refer to “Distribution and Access Criteria” for local agencies in Appendix C in the *Manual 2 – Planning Policies and Guidelines*, available at: https://rco.wa.gov/documents/manuals&forms/Manual_2.pdf.)



Unpaved Multi-Use Trails

The majority of unpaved trails within the Blue Mountain Region are located within the Umatilla National Forest, although shorter trail sections exist within other federal and state lands and even smaller trail segments are found in select cities.

Entity	Current Trails (miles)	Trail Improvements (miles)
Columbia County		
City of Dayton		
Town of Starbuck		
Umatilla County (pt)		
City of Milton-Freewater	0.2 ¹	
Walla Walla County		
City of College Place		
City of Prescott		
City of Waitsburg		
City of Walla Walla	1.6	
Umatilla-Walla Walla Ridge Route ²		26.0
Walla Walla Community College	0.5	
Washington State Parks	1.1	
Washington Dept. of Fish and Wildlife	(16,445 ac) ³	
U.S. Army Corps of Engineers	14.9	1.6
U.S. Dept. of Agriculture - Forest Service	323.9 ⁴	66.1 ⁵
U.S. Fish and Wildlife Service	7.7	0.4
Region - Total	350.0	94.1

¹ The walking trail on Frazier Farmstead property is privately owned, but open to the public

² The Ridge Route encompasses 19.0 miles in Umatilla County and 7.0 miles in Walla Walla County

³ The W.T. Wooten Wildlife Area allows mountain biking, hiking, and horseback riding throughout the site

⁴ 57.7 miles of existing trails are included in the "improvements" category, due to focus on emphasized maintenance activities

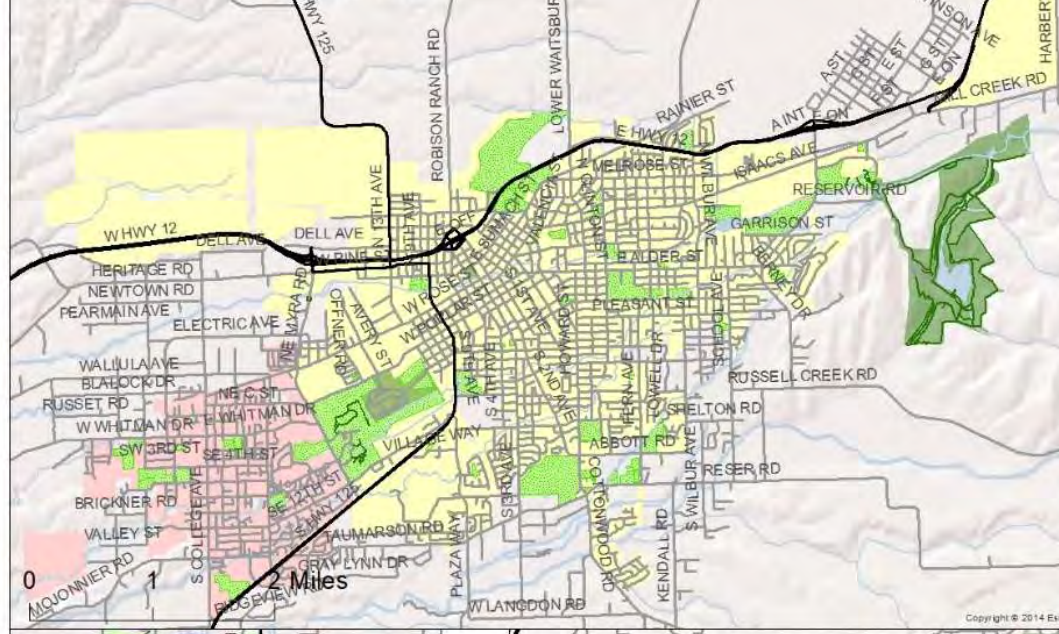
⁵ Includes 7.1 miles of proposed summer trail usage on Bluewood ski runs

Trail Needs

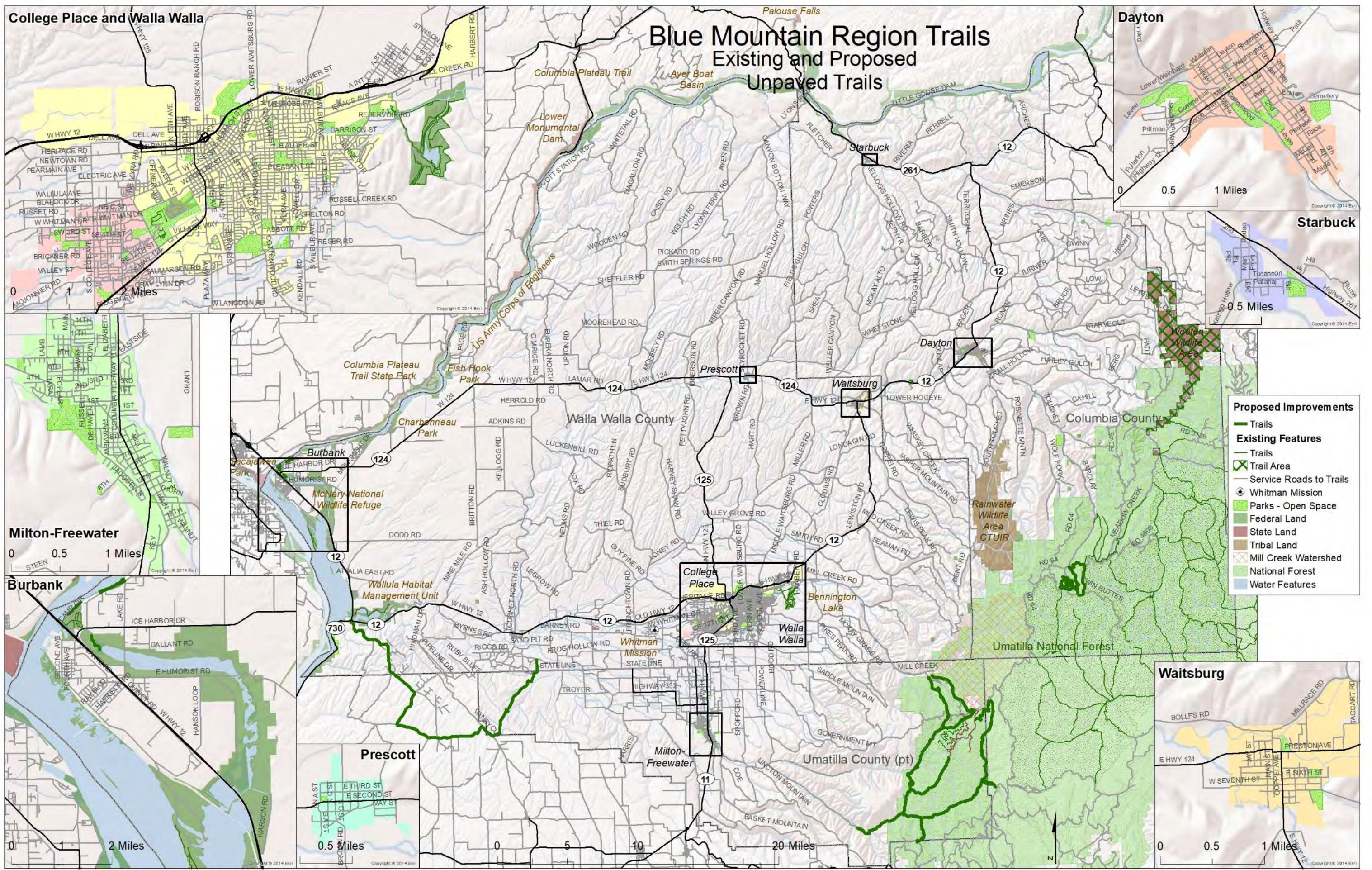
The location of existing unpaved, multi-use trails was also evaluated as to proximity to the region's population. Again, using GIS, it was determined that less than 30% lived within 5 miles of a community trail, and just over 50% lived within 25 miles of the regional trails located in the Umatilla National Forest and the Wooten Wildlife Area.

According to the RCO guidelines, these percentages are representative of a level-of-service (LOS) E for community trails and LOS C for regional trails.

College Place and Walla Walla



**Blue Mountain Region Trails
Existing and Proposed
Unpaved Trails**



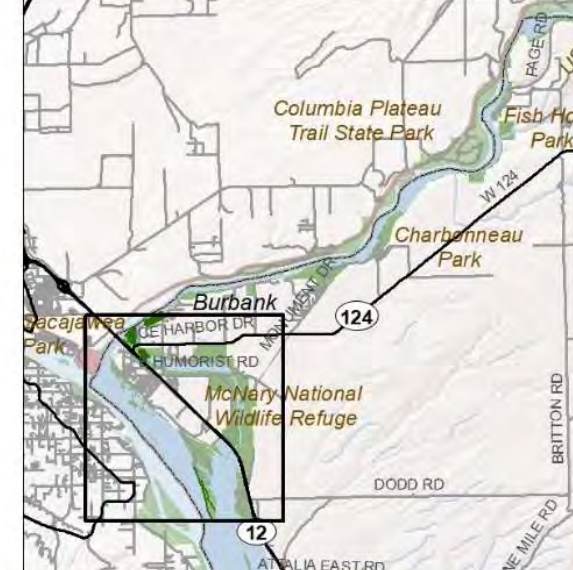
Dayton



Starbuck



Milton-Freewater

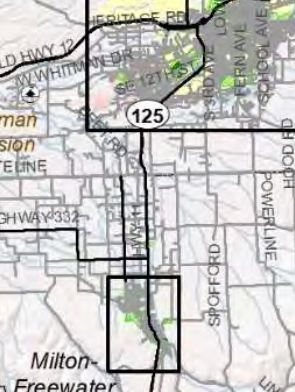


Burbank

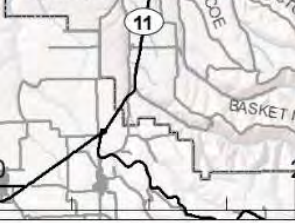
Prescott



College Place



Milton-Freewater



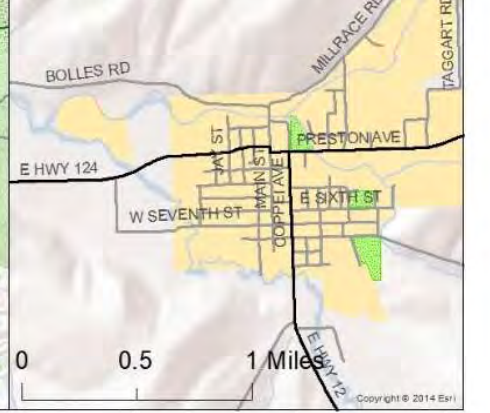
Walla Walla



Walla Walla



Waitsburg



- Proposed Improvements**
- Trails
 - Existing Features
 - Trails
 - Trail Area
 - Service Roads to Trails
 - Whitman Mission
 - Parks - Open Space
 - Federal Land
 - State Land
 - Tribal Land
 - Mill Creek Watershed
 - National Forest
 - Water Features

Accessibility

A comprehensive regional inventory of Americans with Disabilities Act (ADA) compliant features, particularly sidewalk ramps, was not completed as part of the *Blue Mountain Region Trails Plan* due to funding and time constraints. However, the review of an existing entity-specific inventory of ramps showed that only 42% of locations currently had such features, and a significant number of them did not yet comply with the latest running and/or cross slope requirements.



As sidewalks and paths (and trails where reasonable and technically feasible) as well as path and trail amenities are constructed or restored, particular emphasis will be placed on making walking and hiking opportunities accessible to persons with mobility limitations or other disabilities.

Capital Improvement Program

This section of the *Blue Mountain Region Trails Plan* includes detailed information on proposed investments into the non-motorized trails and transportation network. As the timing of the implementation for each project is largely tied to availability of federal, state, and private grants and other funding sources, the projects have been separated into two categories:

- **Short-term** projects have been identified for early implementation in *year one through four*
- **Long-term** projects are considered for implementation in *year five and beyond*

City and County Projects

Non-regional, city- and county-specific sidewalk and bicycle improvements have been grouped by entity and are shown in the tables and maps in this first section of the chapter. Unless specifically noted as “funded” or “committed”, local projects do not yet have funding identified and will be implemented either as grant-funded stand-alone, long-term projects or they may be implemented sooner when integrated with local roadway projects.

City of College Place

Segment Name	Improvement Type	Other Information	Length (miles)
SW 4TH ST	Sidewalk	<i>Funded</i>	0.24
SE 8TH ST	Sidewalk		0.45
SW 8TH ST	Sidewalk		0.13
SE 10TH ST	Sidewalk		0.24
SW 10TH ST	Sidewalk		0.13
SW ACADEMY WAY	Sidewalk	<i>Funded</i>	0.25
NE BIRCH AVE	Sidewalk		0.06
SE BIRCH AVE	Sidewalk		0.63
SE BROADWAY AVE	Sidewalk		0.18
NE LAMBERT AVE	Sidewalk		0.15
		Pedestrian Improvements	2.46
COLLEGE AVE	Paved Multi-Use Path	Separate path	0.76
WHITMAN DR	Paved Multi-Use Path	Next to curb	0.36
		Path Improvements	1.12
SW 4TH ST	Dedicated Bike Lane	Proposed 5-6' Bike Lane (S); 12' Bike and Parking Lane (N)	0.25
SE 12TH ST	Dedicated Bike Lane	Proposed 8-10' Bike Lane(s)	1.24
SE LARCH AVE	Dedicated Bike Lane	Proposed 5-6' Bike Lane(s)	1.03
MOJONNIER RD	Dedicated Bike Lane	<i>Long-Term Vision for Urban Growth Area - Proposed 5-6' Bike Lane(s)</i>	1.95
		Bike Lane Improvements	4.47
NE C ST	Shared Roadway	Proposed Sharrow	0.47
COLLEGE AVE / LAMPERTI ST / MEADOWBROOK BLVD	Shared Roadway	Proposed Sharrows	2.03
LAMBERT AVE / NE C ST	Shared Roadway	Proposed Sharrows	0.27
SE LAMPERTI ST	Shared Roadway	Proposed Sharrow	0.17
		Bike-Shared Road Improvements	2.94

It is important to note that the proposed projects do not yet have secured construction funding.

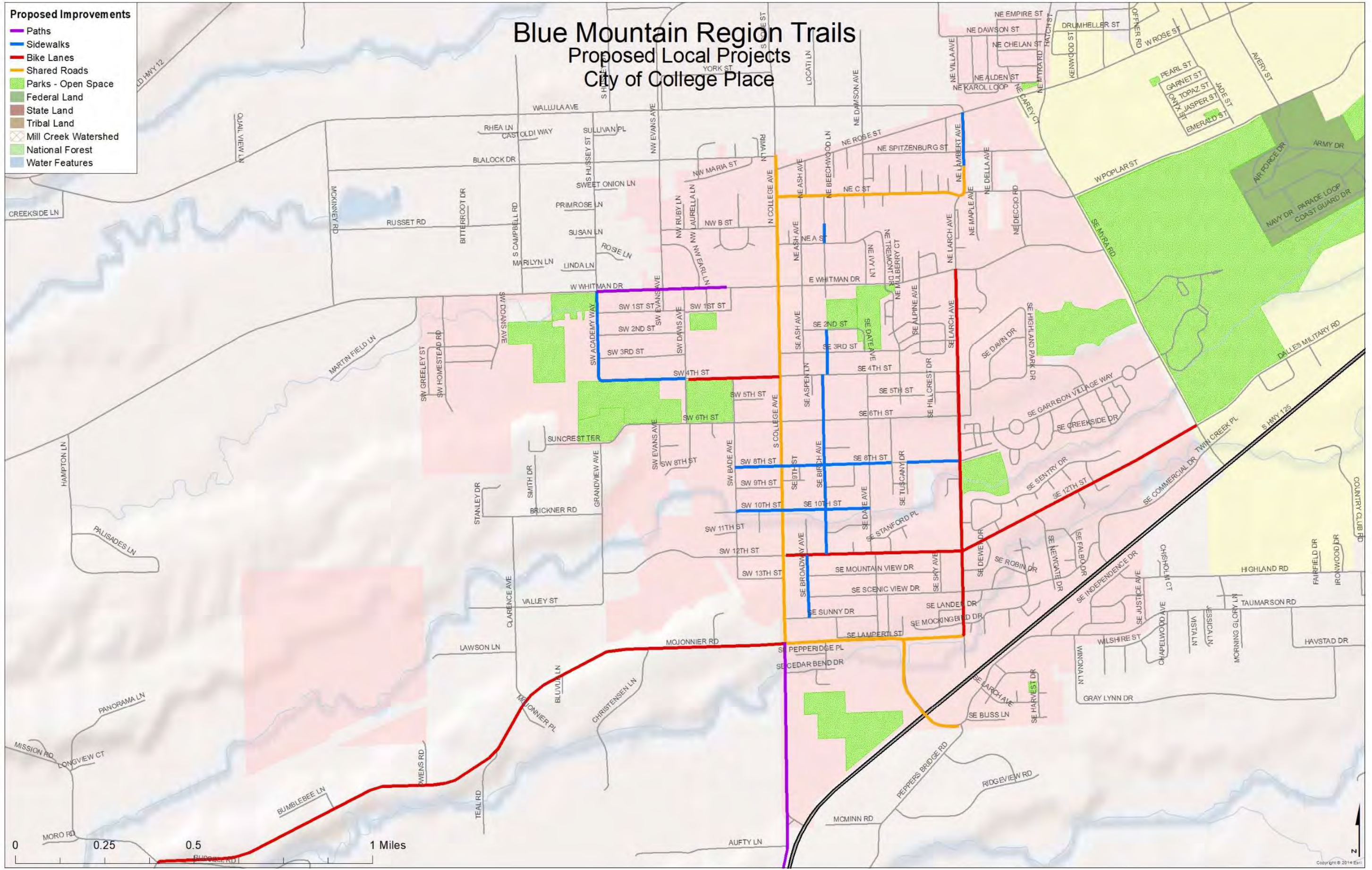
The *Blue Mountain Region Trails Plan* was designed to unlock grant opportunities and guide future investment decisions.

- Proposed Improvements**
- Paths
 - Sidewalks
 - Bike Lanes
 - Shared Roads
 - Parks - Open Space
 - Federal Land
 - State Land
 - Tribal Land
 - Mill Creek Watershed
 - National Forest
 - Water Features

Blue Mountain Region Trails

Proposed Local Projects

City of College Place



City of Dayton

Segment Name	Improvement Type	Other Information	Length (miles)
4TH - W SIDE	Sidewalk	Fill in gaps and extend	0.26
5TH - W SIDE	Sidewalk		0.47
CAMERON - N SIDE	Sidewalk		0.32
DAY - N SIDE	Sidewalk		0.07
MAIN - N SIDE	Sidewalk	<i>Committed</i>	0.29
RACE - S SIDE	Sidewalk		0.47
TOUCHET RIVER BRIDGE	Pedestrian Connection		0.08
		Pedestrian Improvements	1.96
LEE STREET	Paved Multi-Use Path	Existing - Needs Improvements	0.11
BEST WESTERN TO PROPOSED TOUCHET RIVER BRIDGE	Paved Multi-Use Path		0.38
		Path Improvements	0.49
4TH	Shared Roadway		1.38
FRONT ST / DAYTON AVE / WILLOW ST / WEINHARD RD	Shared Roadway		0.66
MAIN / 1ST / CLAY / 4TH / MAIN ST	Shared Roadway		0.73
		Bike-Shared Road Improvements	2.77

Port of Columbia

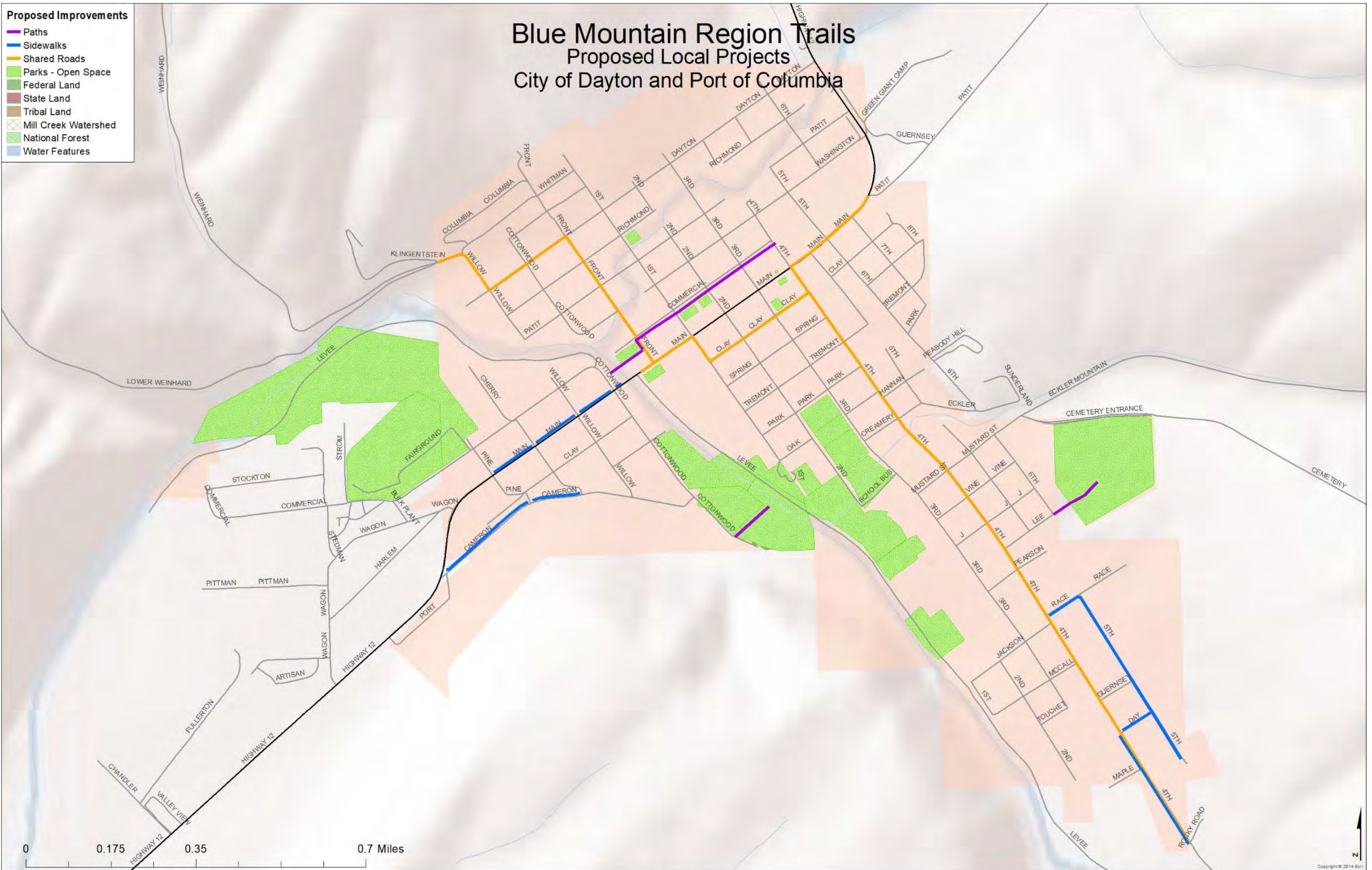
Segment Name	Improvement Type	Other Information	Length (miles)
EAST OF CAMERON - SOUTH OF BALLPARK	Pedestrian Connection	Existing - Needs Improvements	0.09
		Path Improvements	0.09

- Proposed Improvements**
- Paths
 - Sidewalks
 - Shared Roads
 - Parks - Open Space
 - Federal Land
 - State Land
 - Tribal Land
 - Mill Creek Watershed
 - National Forest
 - Water Features

Blue Mountain Region Trails

Proposed Local Projects

City of Dayton and Port of Columbia



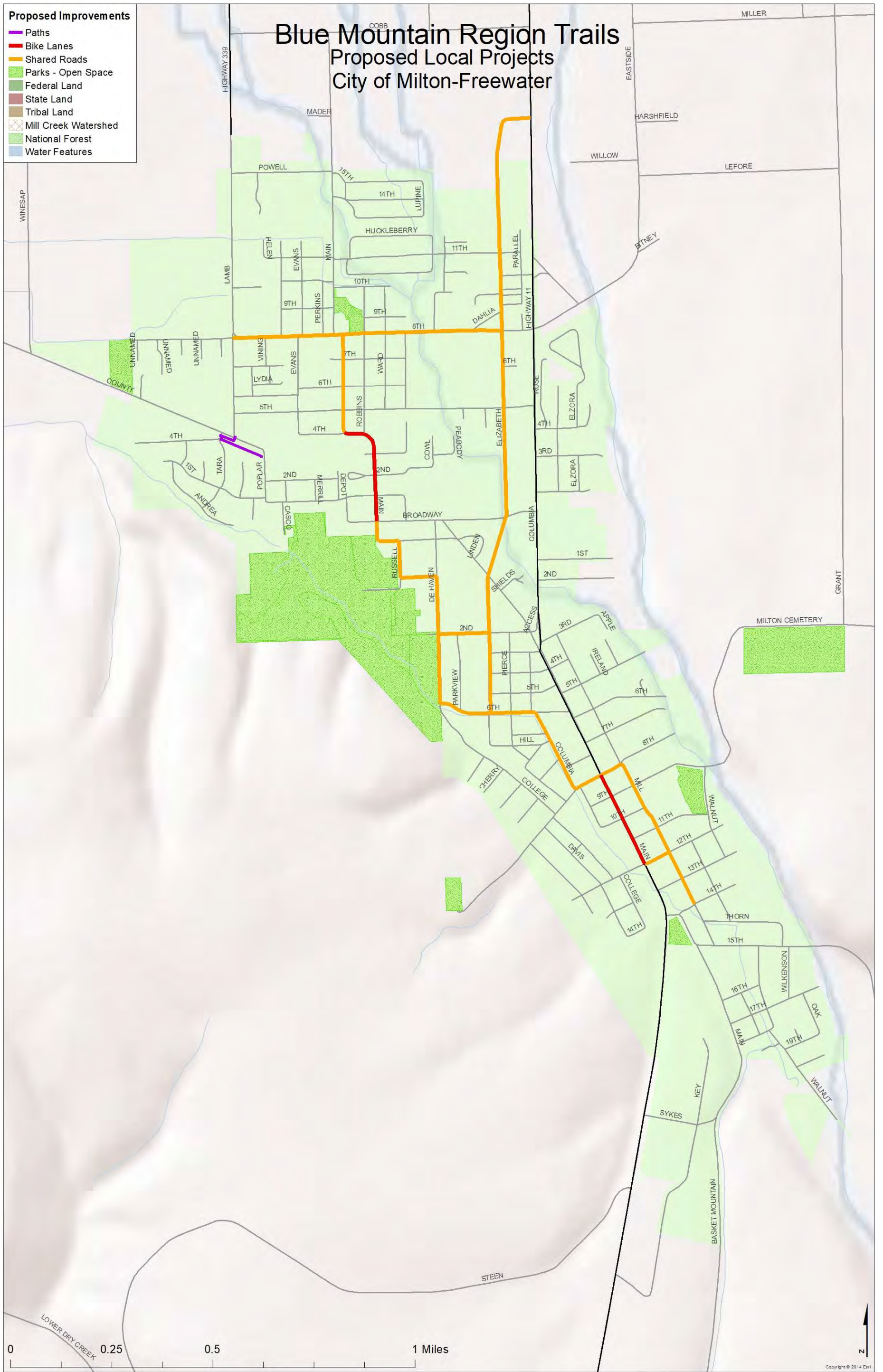
City of Milton-Freewater

Segment Name	Improvement Type	Other Information	Length (miles)
CONNECT COUNTY RD TOLAMB	Pedestrian Connection		0.05
CONNECT COUNTY RD TO POPLAR	Pedestrian Connection		0.12
		Path Improvements	0.17
N MAIN	Dedicated Bike Lane		0.28
S MAIN	Dedicated Bike Lane		0.25
		Bike Lane Improvements	0.52
SW 1ST AVE	Shared Roadway		0.05
SW 2ND AVE	Shared Roadway		0.13
SW 6TH AVE	Shared Roadway		0.24
NE 8TH AVE	Shared Roadway		0.42
NW 8TH AVE	Shared Roadway		0.25
SE 8TH AVE	Shared Roadway		0.06
SW 8TH AVE	Shared Roadway		0.07
S 12TH ST	Shared Roadway		0.07
CATHERINE AVE	Shared Roadway		0.09
S COLUMBIA ST	Shared Roadway		0.22
DE HAVEN	Shared Roadway		0.32
N ELIZABETH ST	Shared Roadway		1.05
S ELIZABETH ST	Shared Roadway		0.49
N MAIN	Shared Roadway		0.24
S MILL	Shared Roadway		0.40
S RUSSELL	Shared Roadway		0.09
WARD	Shared Roadway		0.05
		Bike-Shared Road Improvements	4.23

Proposed Improvements

- Paths
- Bike Lanes
- Shared Roads
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- Mill Creek Watershed
- National Forest
- Water Features

Blue Mountain Region Trails Proposed Local Projects City of Milton-Freewater



City of Prescott

Segment Name	Improvement Type	Other Information	Length (miles)
1ST ST - N SIDE	Sidewalk	Repair and Fill-in	0.17
1ST ST - S SIDE	Sidewalk	Repair and Fill-in	0.20
2ND ST - S SIDE	Sidewalk	Existing - Needs Improvements	0.14
A ST - ADA PROJECT	Sidewalk	Americans with Disabilities Act (ADA) improvement needed	0.01
B ST - W SIDE - N OF 1ST	Sidewalk	Existing - Needs Improvements	0.08
B ST - W SIDE - N OF FRONT (1/2 BLOCK)	Sidewalk	Existing - Needs Improvements	0.05
C ST - W SIDE	Sidewalk	Existing - Needs Improvements	0.10
		Pedestrian Improvements	0.75

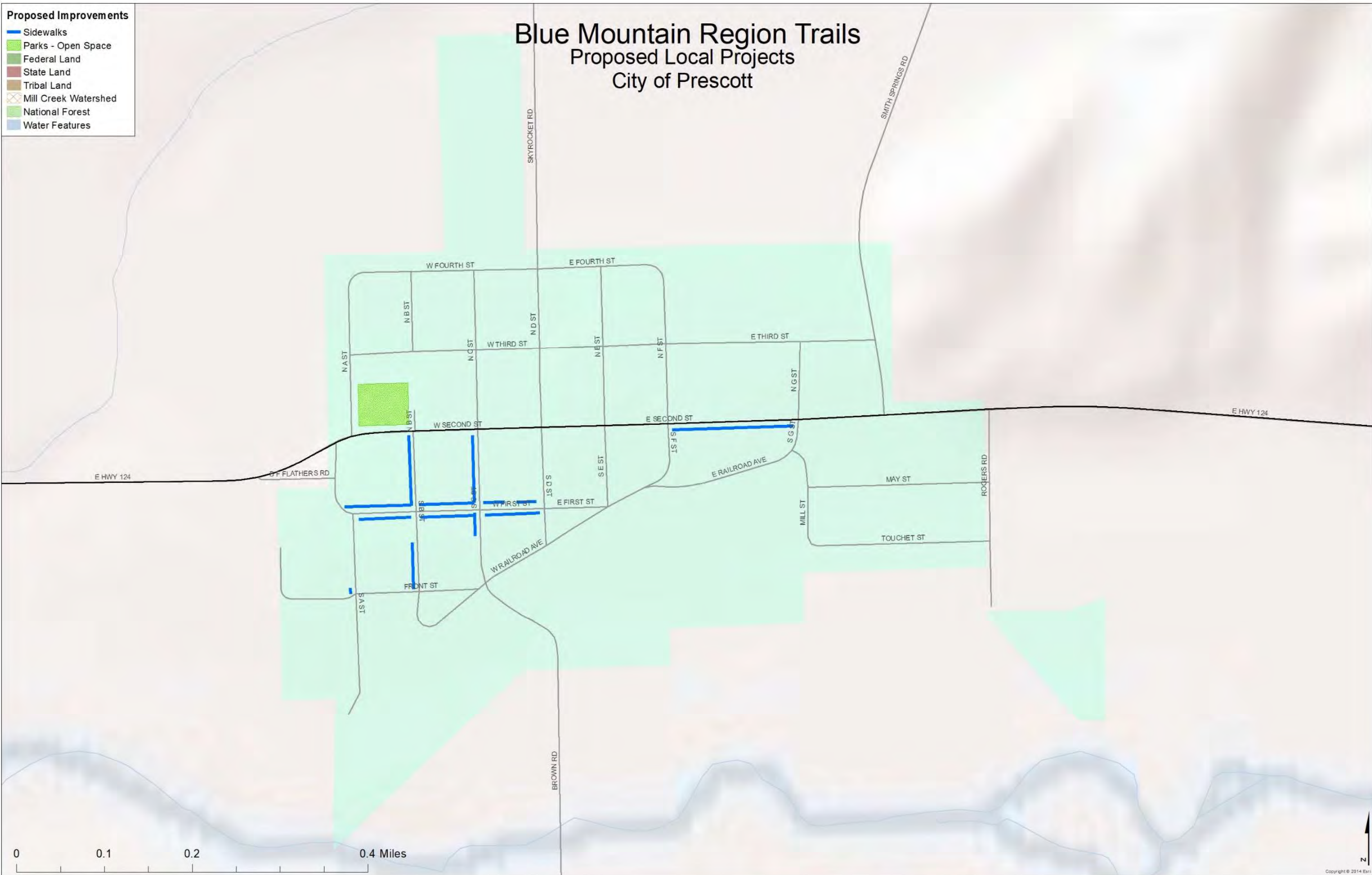
Proposed Improvements

- Sidewalks
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- Mill Creek Watershed
- National Forest
- Water Features

Blue Mountain Region Trails

Proposed Local Projects

City of Prescott



0 0.1 0.2 0.4 Miles

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Town of Starbuck

Segment Name	Improvement Type	Other Information	Length (miles)
<i>Along northern border of town</i>	Sidewalk		0.29
		Pedestrian Improvements	0.29

Proposed Improvements

- Sidewalks
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- Mill Creek Watershed
- National Forest
- Water Features

Blue Mountain Region Trails

Proposed Local Projects

Town of Starbuck



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City of Waitsburg

Segment Name	Improvement Type	Other Information	Length (miles)
COPPEI AVE	Shared Roadway		0.21
MAIN ST	Shared Roadway		0.06
HWY 12	Shared Roadway		0.73
		Bike-Shared Road Improvements	1.00

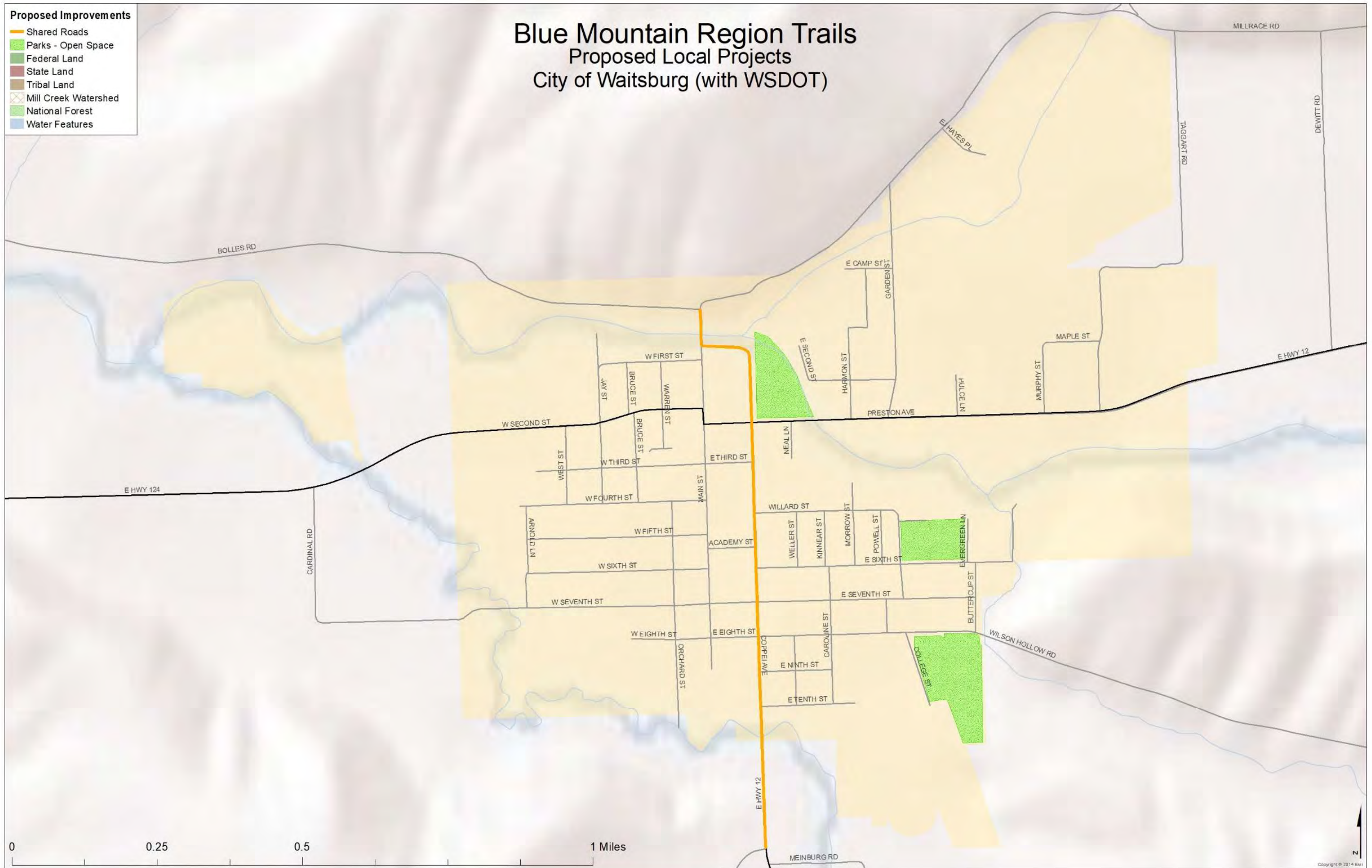
Proposed Improvements

- Shared Roads
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- Mill Creek Watershed
- National Forest
- Water Features

Blue Mountain Region Trails

Proposed Local Projects

City of Waitsburg (with WSDOT)



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City of Walla Walla

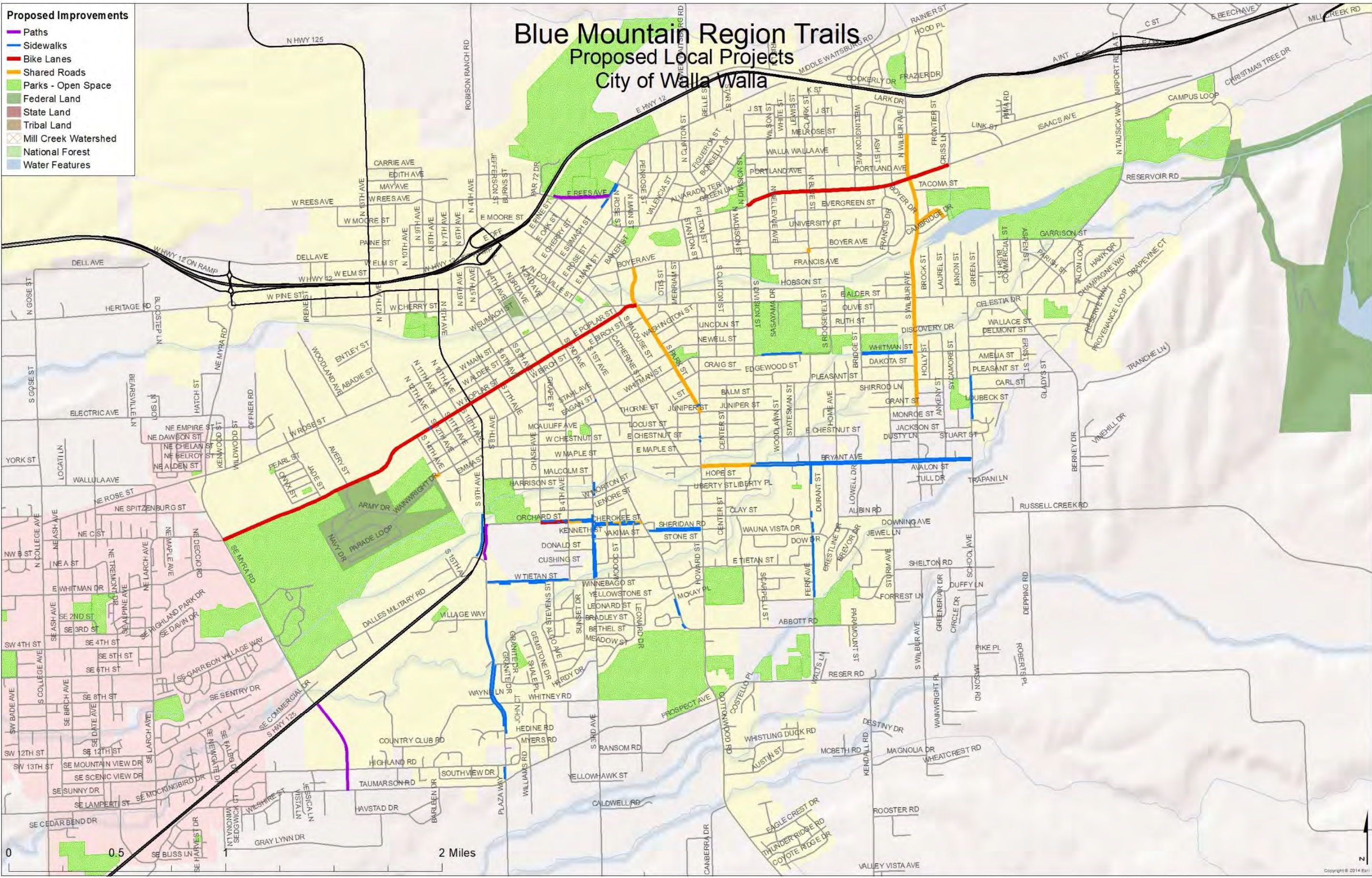
Segment Name	Improvement Type	Other Information	Length (miles)
2ND	Sidewalk	Infill	0.11
2ND	Sidewalk	New Crosswalk	0.01
3RD	Sidewalk	Infill	0.10
3RD	Sidewalk	New Sidewalk	0.46
9TH/HWY 125	Sidewalk	New Sidewalk	0.20
BRYANT	Sidewalk	New Sidewalk	2.01
CHEROKEE	Sidewalk	Infill	0.06
CHEROKEE	Sidewalk	New Sidewalk	0.25
FERN	Sidewalk	Infill	0.17
FERN	Sidewalk	New Sidewalk	0.29
HOWARD	Sidewalk	New Crosswalk	0.02
HOWARD/PARK	Sidewalk	New Crosswalk	0.02
ORCHARD	Sidewalk	Infill	0.26
PLAZA WAY	Sidewalk	New Sidewalk	0.90
POPLAR	Sidewalk	New Crosswalk	0.01
SCHOOL	Sidewalk	New Sidewalk	0.20
SHERIDAN	Sidewalk	New Sidewalk	0.45
SUMACH	Sidewalk	Infill	0.05
SUMACH	Sidewalk	New Sidewalk	0.10
TIETAN	Sidewalk	Infill	0.13
TIETAN	Sidewalk	New Sidewalk	0.37
WHITMAN	Sidewalk	New Sidewalk	0.66
		Pedestrian Improvements	6.84
9TH - ORCHARD TO PLAZA WAY	Paved Multi-Use Path		0.17
MYRA - HWY 125 TO TAUMARSON	Paved Multi-Use Path		0.44
REES - SUMACH TO US 12	Paved Multi-Use Path	New Sidewalk or Multi-Use Path	0.26
		Path Improvements	0.87
ISAACS AVE	Dedicated Bike Lane		0.96
ORCHARD ST	Dedicated Bike Lane		0.13
E POPLAR ST	Dedicated Bike Lane		0.39
W POPLAR ST	Dedicated Bike Lane		1.83
		Bike Lane Improvements	3.31
S BLUE ST	Shared Roadway		0.02
BRYANT AVE	Shared Roadway		0.63
CHEROKEE ST	Shared Roadway		0.22
W CHESTNUT ST	Shared Roadway		0.03
HOWARD ST	Shared Roadway		0.02
ORCHARD ST	Shared Roadway		0.12
S PARK ST	Shared Roadway		0.74
UNIVERSITY DR	Shared Roadway		0.16
N WILBUR AVE	Shared Roadway		0.53
S WILBUR AVE	Shared Roadway		0.73
		Bike-Shared Road Improvements	3.20

- Proposed Improvements**
- Paths
 - Sidewalks
 - Bike Lanes
 - Shared Roads
 - Parks - Open Space
 - Federal Land
 - State Land
 - Tribal Land
 - Mill Creek Watershed
 - National Forest
 - Water Features

Blue Mountain Region Trails

Proposed Local Projects

City of Walla Walla



Walla Walla County

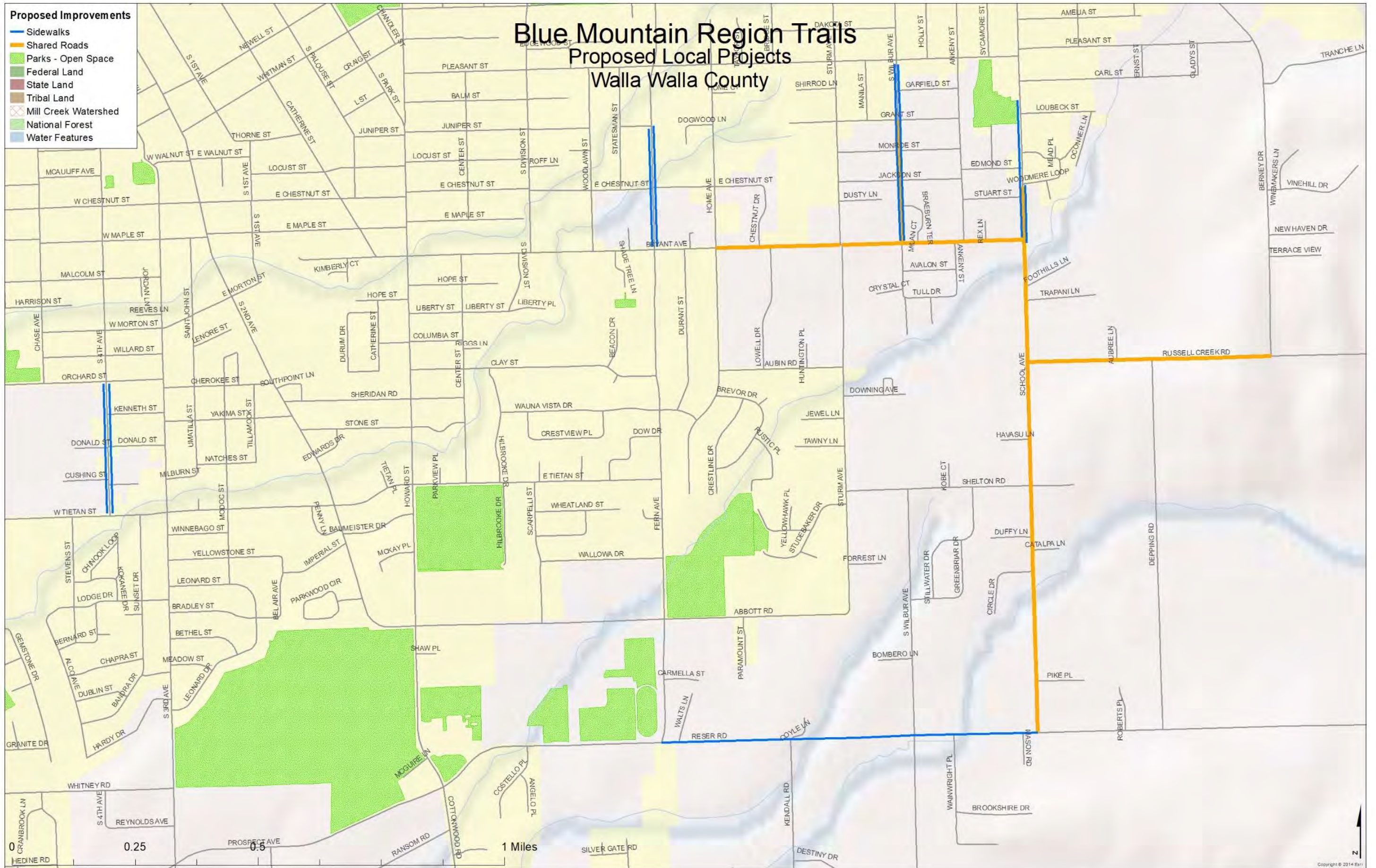
Segment Name	Improvement Type	Other Information	Length (miles)
4TH	Sidewalk	<i>City-County Project</i>	0.53
FERN	Sidewalk	<i>City-County Project</i>	0.49
SCHOOL	Sidewalk	<i>City-County Project</i>	0.28
WILBUR	Sidewalk	<i>City-County Project</i>	0.72
PLAZA WAY	Sidewalk		0.09
RESER	Sidewalk		0.76
SCHOOL	Sidewalk		0.12
WALNUT ST	Sidewalk		0.33
		Pedestrian Improvements	3.31
BRYANT AVE	Shared Roadway		0.62
RUSSELL CREEK RD	Shared Roadway		0.49
SCHOOL AVE	Shared Roadway		1.11
W WHITMAN DR	Shared Roadway		2.10
S WILBUR AVE	Shared Roadway		0.25
		Bike-Shared Road Improvements	4.58

Blue Mountain Region Trails

Proposed Local Projects

Walla Walla County

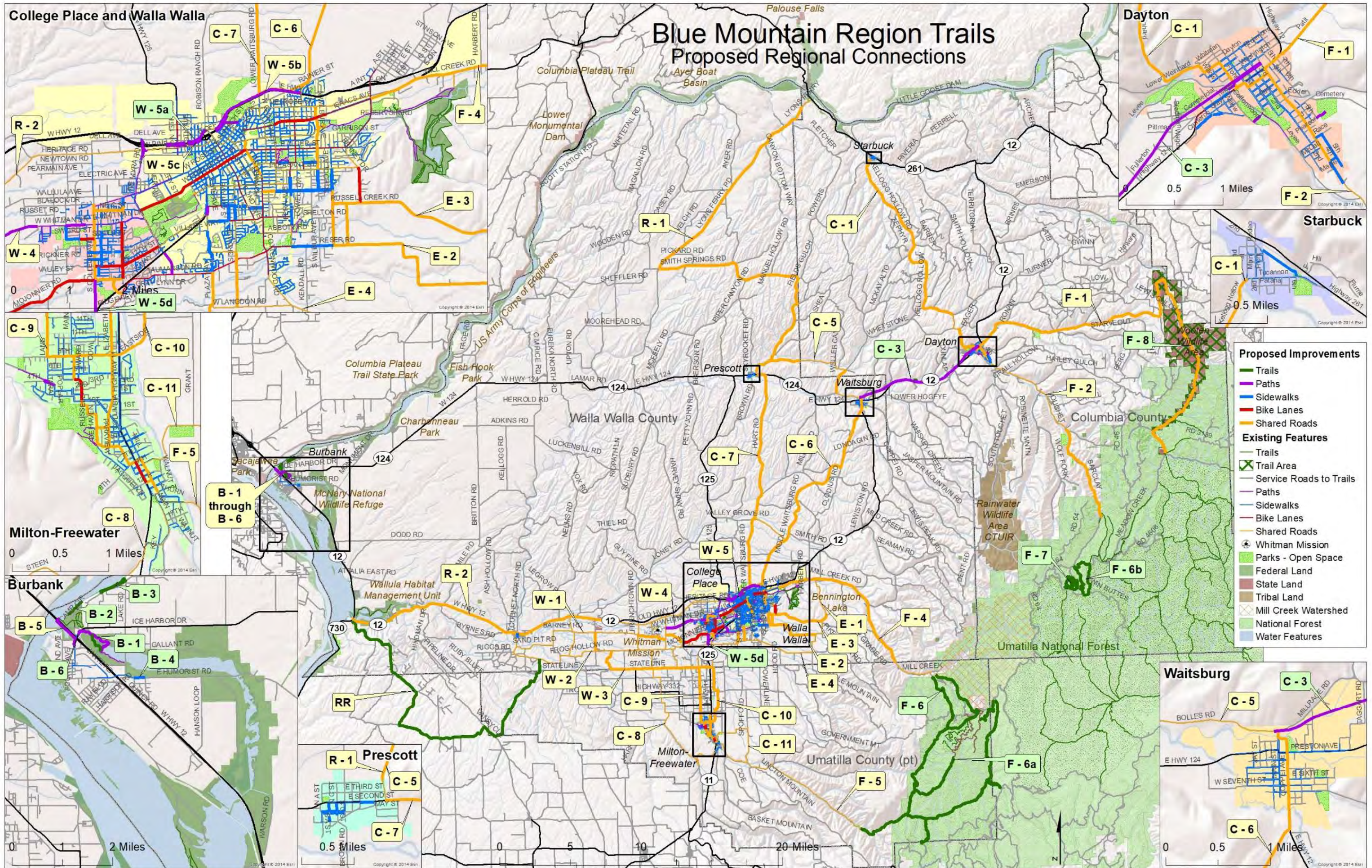
- Proposed Improvements**
-  Sidewalks
 -  Shared Roads
 -  Parks - Open Space
 -  Federal Land
 -  State Land
 -  Tribal Land
 -  Mill Creek Watershed
 -  National Forest
 -  Water Features



Regional Connections

Bolstered through the technical support provided by the National Park Service - Rivers, Trails and Conservation Assistance (RTCA) program, Blue Mountain area cities, counties, health departments, ports, regional, state, and federal resource agencies collaboratively designed the regional connections contained in this section, which were inspired by the public's interest and input. The envisioned regional network will enhance the connections among the region's communities and its natural resource areas.

The map on the following page provides an overview of all short- and long-term regional connection projects. The subsequent overview tables list the proposed improvements according to their anticipated implementation – short- or long-term – and are accompanied by detailed individual project description sheets.



Short-term Projects – Year One through Four

Name	Route ID	Use	Length (miles)	Cost (\$)	Time Frame
Community Connection 3 - Waitsburg and Dayton	C3	Walk, Bike	9.7	\$3,500,000	Short-term
McNary National Wildlife Refuge (NWR) - Trail	B1	Walk, Bike	1.40	\$200,000	Short-term
W.T. Wooten Wildlife Area - Restroom Upgrade	F8	Bike, Hike, Ride	n/a	\$120,000	Short-term
Tiger Ridge Trail - Reconnect	F6	Bike, Hike, Ride	1.3	\$100,000	Short-term
National Forest - Focus Trails Group A	F6a	Bike, Hike, Ride	94.3	\$125,000	Short-term
National Forest - Focus Trails Group B	F6b	Bike, Hike, Ride	7.4	\$5,000	Short-term
Bluewood - Summer Activities	F7	Bike, Hike, Ride	12.8	\$160,000	Short-term
Hood Park Entrance - Path	B6	Walk, Bike	0.05	\$100,000	Short-term
Hood Park - Trail along Snake River	B2	Walk	0.40	\$30,200	Short-term
Westside of Highway 125 - Multi-Use Path	W5d	Walk, Bike	0.3	\$100,000	Short-term
Northside of Highway 12 - Multi-Use Path A	W5a	Walk, Bike	0.8	\$62,400	Short-term
Humorist Road - Sidewalk Extension	B4	Walk	0.20	\$70,000	Short-term
Sunset Drive - Trail Loop along Snake River	B3	Walk	1.20	\$90,500	Short-term
			Total	\$4,663,100	

Community Connection 3 – Waitsburg and Dayton

Route ID

C3

Type

Multi-use Path

Surface

Paved

Use

Walk, Bike

Length

9.7 miles

Elevation Range

1,269 to 1,617ft
348-ft difference

Acreage

n/a

Termini

46.273320°/-118.155053°
46.322458°/-117.977016°

Managing Agency(ies)

Port of Columbia

Current Status and Condition

Proposed - New

Proposed Improvements

Construct a “rails with trails” multi-use path within the rail right-of-way owned by the Port of Columbia; include three creek crossings and crosswalks as needed; add way finding signage

Estimated Cost

\$3.5 million

Potential Source of Funding

U.S. DOT Transportation Alternatives (STBG-Set Aside); Recreational Trails Program; Land and Water Conservation Fund; Economic Development Administration

Anticipated Time of Implementation

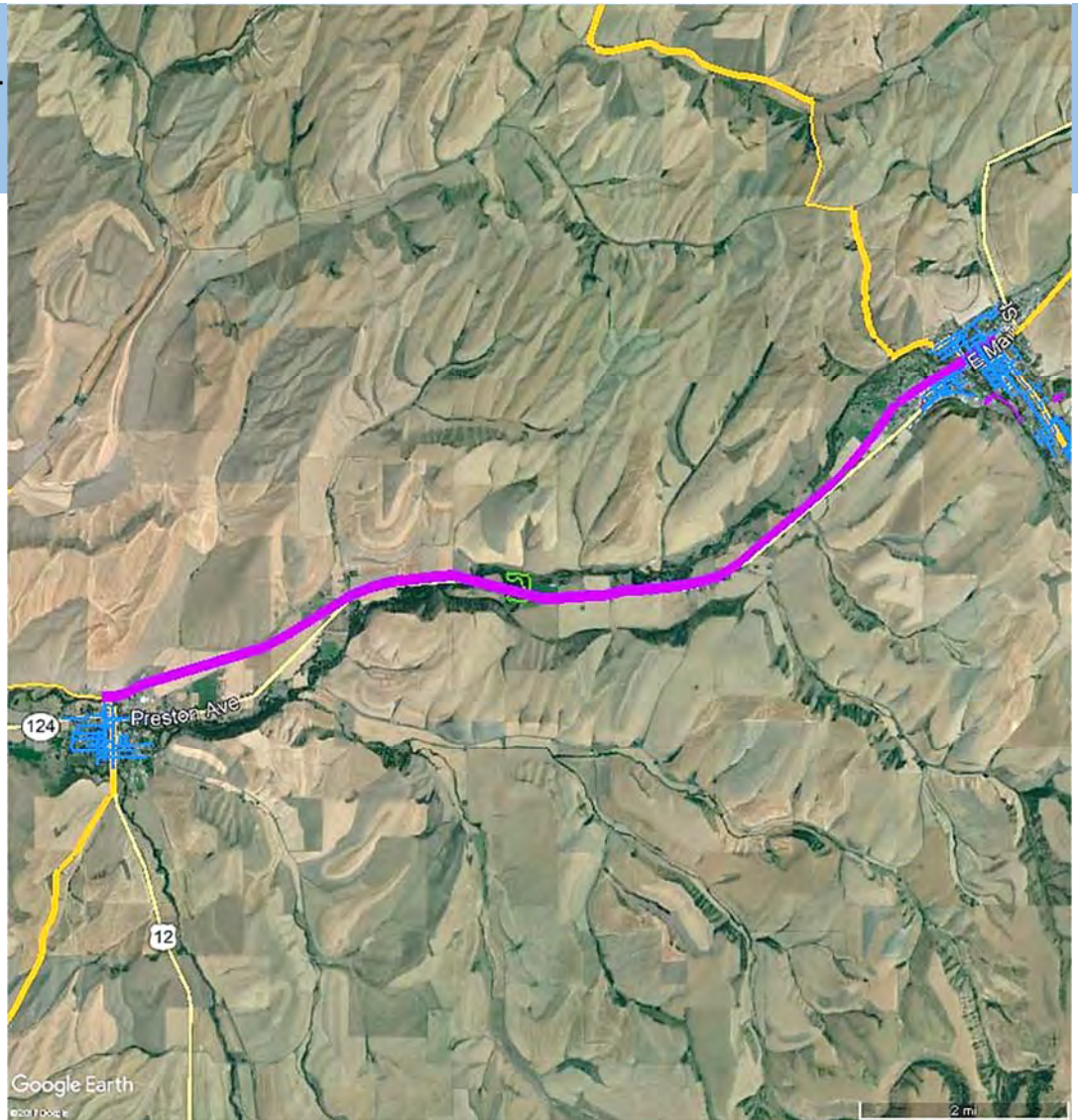
Short-term

Provides Connections to –

Provides a non-motorized connection between the City of Waitsburg, the Lewis & Clark Trail State Park, the Columbia County Fairgrounds, the Dayton Historic Depot, and the City of Dayton; also connects to regional bike routes at either terminus

Potential Challenges

In areas where the topography impacts the rail right-of-way, fencing may be necessary to provide separation of uses



McNary National Wildlife Refuge (NWR) – Trail

Route ID

B1

Type

Multi-Use Path and Trail

Surface

Paved and natural

Use

Walk, Bike

Length

1.4 miles

Elevation Range

343 to 371ft

75-ft difference

Acreage

McNary NWR – 56,700 acres
(21.9 square miles)

Termini

46.209636°/-119.011796°

46.205032°/-119.002726°

Managing Agency(ies)

U.S. Fish and Wildlife Service

Current Status and Condition

Planned - New

Proposed Improvements

Construct a new trail to provide a connection from Highway 124 to the existing Headquarters Trail within the national wildlife refuge; the northern path will be paved and fully accessible; the southern, shorter riparian trail will have a natural surface

Estimated Cost

\$200,000

Potential Source of Funding

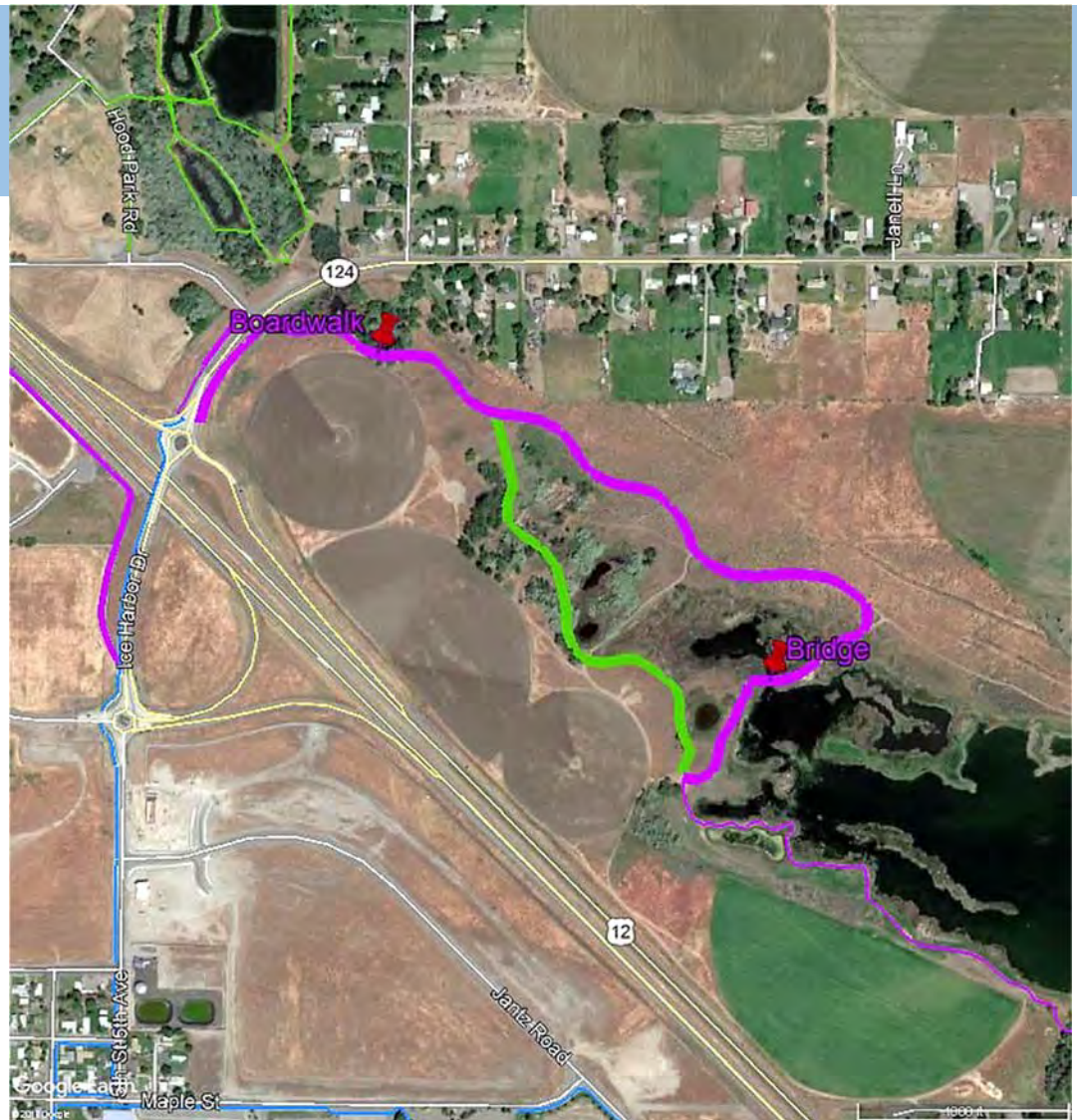
Federal Lands Access Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Facilitates non-motorized access to a multi-use path that is proposed to connect to the adjacent Hood Park (Project B6) and connects to the existing Headquarters Trail



W.T. Wooten Wildlife Area – Restroom Upgrade

Route ID

F8

Type

Multi-Use Trail Area

Surface

Natural

Use

Bike, Hike, Ride

Length

n/a

Elevation Range

1,800 to 4,100 ft

2,300-ft difference

Acres

16,445

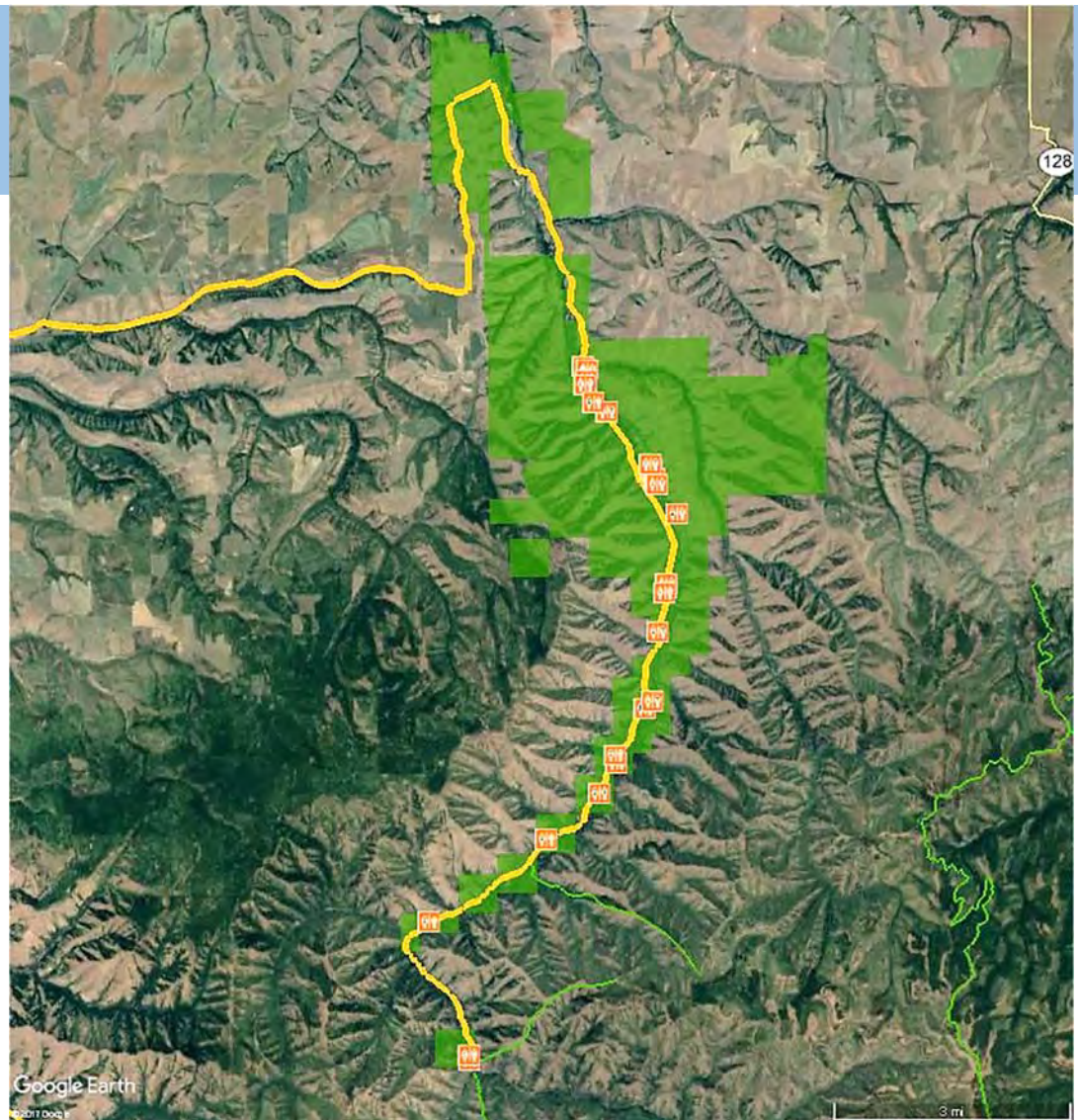
Termini

46.393986°/-117.716475°

46.204594°/-117.706518°

Managing Agency(ies)

Washington Department of Fish and Wildlife



Current Status and Condition

Existing trail area, which allows mountain biking, hiking, and horseback riding throughout the site; select restrooms in day-use and camping areas do not comply with the American with Disabilities Act (ADA)

Proposed Improvements

Bring restrooms into compliance with ADA;
as needed - continue maintenance of trail area; place/replace wayfinding signage

Estimated Cost

\$120,000 (restroom upgrades; may be implemented in phases)

[Formalized volunteer coordination is being developed to assist with regular maintenance activities]

Potential Source of Funding

Recreational Trails Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Umatilla National Forest “focus” trails

Tiger Ridge Trail – Reconnect

Route ID

F6

Type

Multi-Use Trail

Surface

Natural

Use

Bike, Hike, Ride

Length

1.3 miles

Elevation Range

2,753 to 3,936 ft

1,183-ft difference

Acres

n/a

Termini

49.972861°/-118.055391°

45.964690°/-118.043029°

Managing Agency(ies)

USDA Forest Service

Current Status and Condition

Existing; unmarked; in need of rehabilitation

Proposed Improvements

Clear brush and overgrown vegetation to restore connection between West Tiger Creek (#3229) and Tiger Ridge (#3224) trails; relocate several areas to avoid poor soil or topography issues; place three or more trail markers for wayfinding

Estimated Cost

\$100,000 (including environmental review and reconstruction)

Potential Source of Funding

“National Forest System Trail Stewardship Grant” or refer to the “Funding Opportunities Desk Guide” compiled by the Forest Service for additional grant sources (https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5211544.pdf)

Anticipated Time of Implementation

Short-term

Provides Connections to –

Umatilla National Forest “focus” trails

Potential Challenges

Steep slope in several areas along the trail



National Forest – Focus Trails Group A

Route ID

F6a

Type

Multi-Use Trail

Surface

Natural

Use

Bike, Hike, Ride

Length

94.3 miles (combined)

Elevation Range

2,099 to 5,626 ft

3,527-ft difference

Acres

n/a

Termini

South Fork Walla Walla Road entry

45.831020°/-118.170820°

Tiger Creek Road entry

45.983884°/-118.059423°

Managing Agency(ies)

USDA Forest Service

Current Status and Condition

Existing; needs regular maintenance – Indian Ridge (3221), North Fork Walla Walla (3222), Table Springs/Bear Creek (3223), Tiger Ridge (3224), South Fork Walla Walla (3225), Burnt Cabin (3226), Rough Fork (3227), Deduct Link (3228), West Tiger Creek (3229)

Proposed Improvements

Continue maintenance; place/replace trail markers for wayfinding; monitor for wash-out of select segments by seasonal flooding; replace bridge providing access to Burnt Cabin Trail

Estimated Cost

\$55,000 (potential wash-out repair and/or relocation); \$70,000 (bridge replacement)

[Formalized volunteer coordination is being developed to assist with regular maintenance activities]

Potential Source of Funding

“National Forest System Trail Stewardship Grant” or refer to the “Funding Opportunities Desk Guide” compiled by the Forest Service for additional grant sources (https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5211544.pdf)

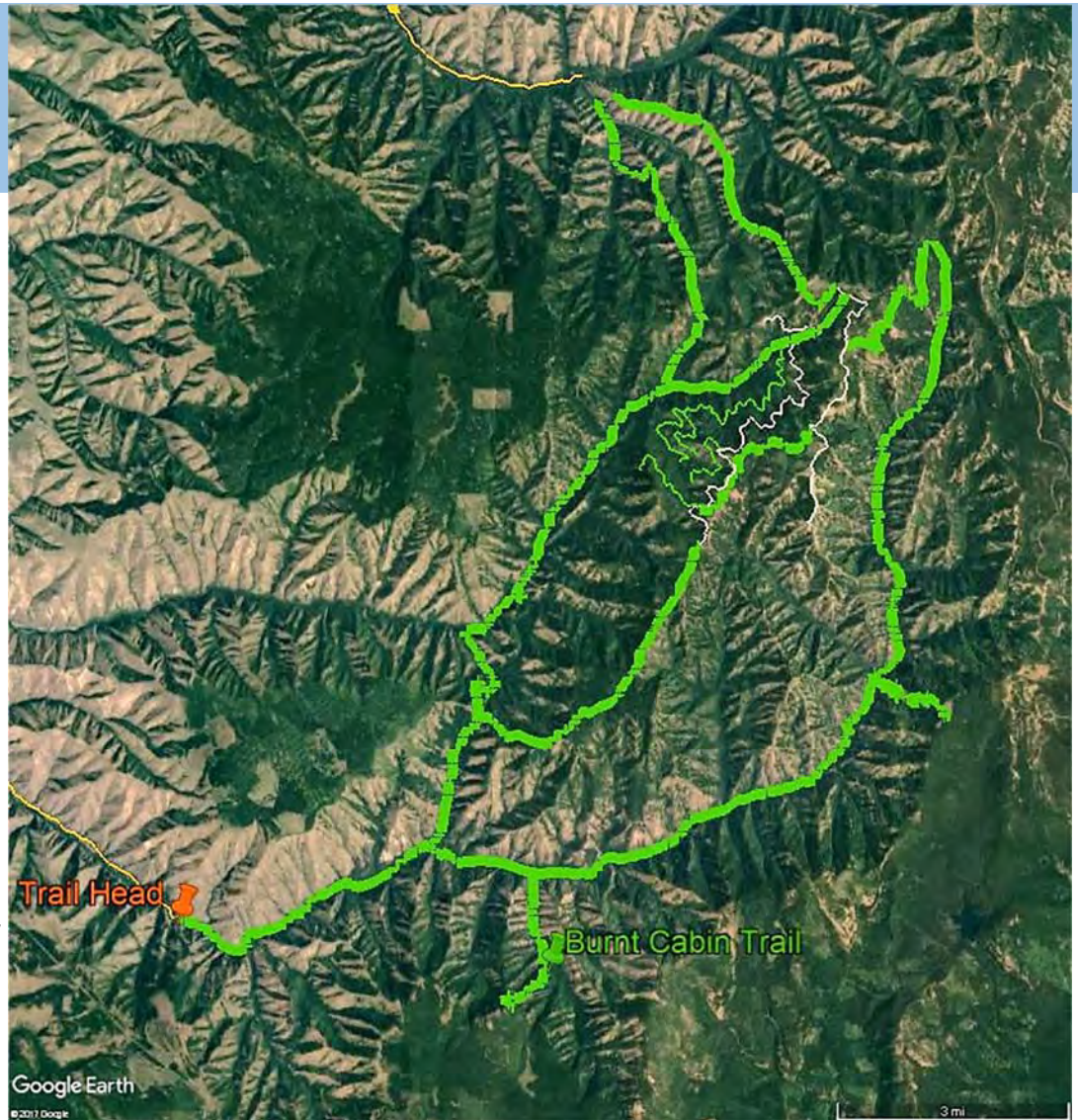
Anticipated Time of Implementation

Ongoing

Provides Connections to –

“Focus” trails – Accessible from Mill Creek Road/Tiger Creek Road or South Fork Walla Walla River Road (Harris Park)

Primarily natural surface forest roads (shown in light brown) 6512000 and 6500040 provide connections among several trails: Table Springs/Bear Creek, North Fork Walla Walla, and Deduct Link



National Forest – Focus Trails Group B

Route ID

F6b

Type

Multi-Use Trail

Surface

Natural

Use

Bike, Hike, Ride

Length

7.4 miles

Elevation Range

4,246 to 5,757 ft

1,511-ft difference

Acres

n/a

Termini

North Touchet Road entry

46.092812°/-117.847192°

Managing Agency(ies)

USDA Forest Service

Current Status and Condition

Existing; needs regular maintenance – Touchet Corral (3243), Wildcat Cavalier Spring (3245), Touchet Middle Tie (3240)

Proposed Improvements

No major improvements proposed at this time

As needed – continue maintenance; place/replace trail markers for wayfinding

Estimated Cost

\$5,000 [Formalized volunteer coordination is being developed to assist with regular maintenance activities]

Potential Source of Funding

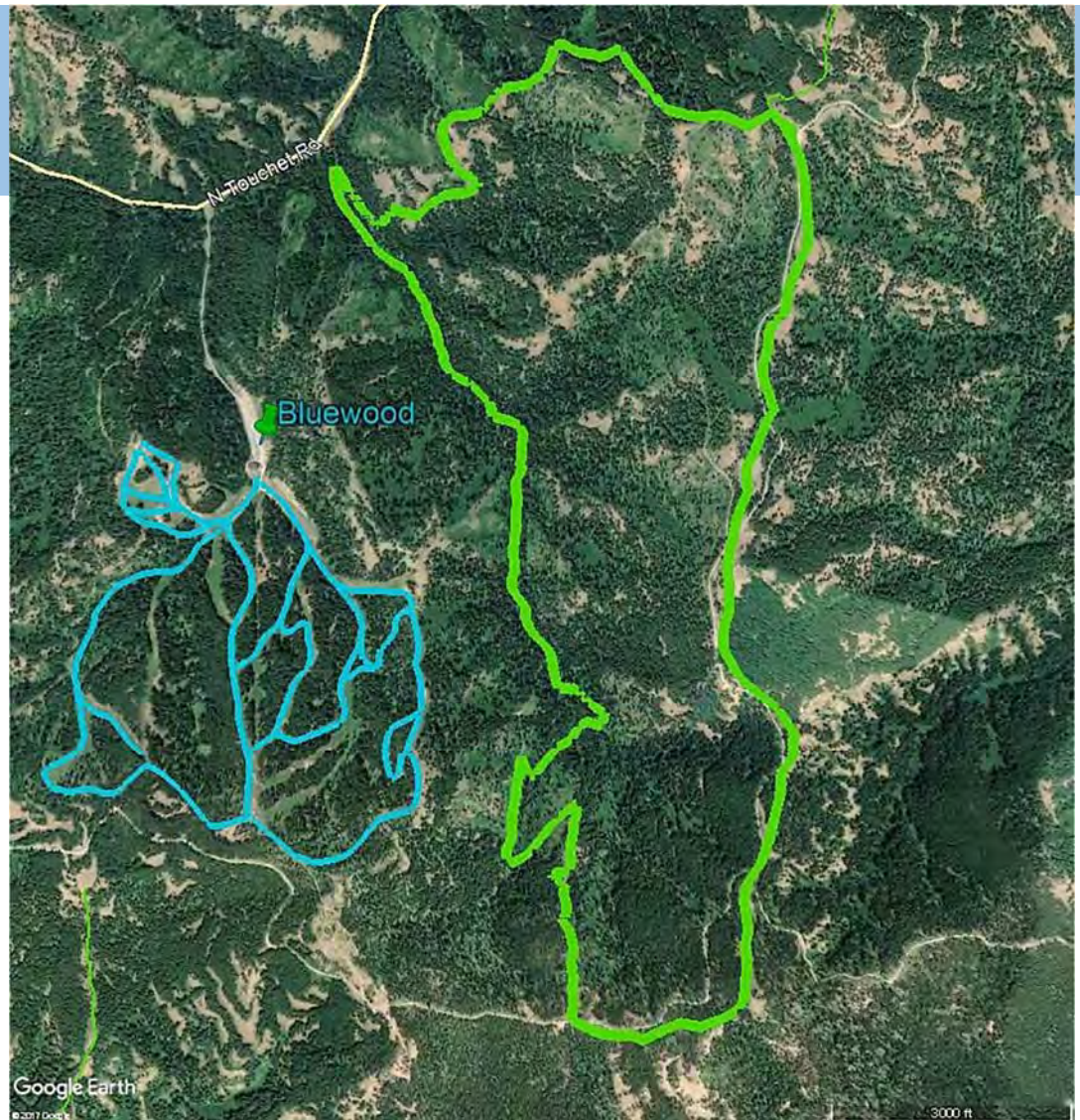
“National Forest System Trail Stewardship Grant” or refer to the “Funding Opportunities Desk Guide” compiled by the Forest Service for additional grant sources (https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5211544.pdf)

Anticipated Time of Implementation

Ongoing

Provides Connections to –

“Focus” trails – Accessible from North Touchet Road



Bluewood – Summer Activities

Route ID

F7

Type

Multi-Use Trail

Surface

Natural

Use

Bike, Hike, Ride

Length

2.1 miles (from Triple Nickel) and
10.7 miles (from Skyline Express)

Elevation Range

4,551 to 5,658 ft
1,107-ft difference

Acres

n/a

Termini

Top of Triple Nickel lift
45.831020°/-118.170820°
Top of Skyline Express lift
45.983884°/-118.059423°

Managing Agency(ies)

USDA Forest Service

Current Status and Condition

Proposed summer use as multi-use trails; current winter use as green- and blue-level ski runs

Proposed Improvements

Acquisition of generator to operate ski lift and amenities during the summer; placement of wayfinding signage

Estimated Cost

\$60,000 for generator and signage; \$100,000 needed for NEPA impact assessment (see “Potential Challenges”)

Potential Source of Funding

Refer to the “Funding Opportunities Desk Guide” compiled by the Forest Service
(https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5211544.pdf)

Anticipated Time of Implementation

Short-term

Provides Connections to –

Accessible from North Touchet Road; adjacent to Forest Service “focus” trails

Potential Challenges

Requires National Environmental Policy Act (NEPA) compliant impact assessment and “special use” permitting



Hood Park Entrance – Path

Route ID

B6

Type

Multi-use Path

Surface

Paved

Use

Walk, Bike

Length

0.05 miles (290ft)

Elevation Range

348 to 356ft
8-ft difference

Acreage

n/a

Termini

46.206512°/-119.013296°
46.213829°/-119.020226°

Managing Agency(ies)

Washington State
Department of Transportation

Current Status and Condition

Proposed - New

Proposed Improvements

Extend the current multi-use path on the north side of Highway 124 to the entrance of Hood Park, which is managed by the U.S. Army Corps of Engineers

Estimated Cost

\$100,000 (includes design, review, and permitting)

Potential Source of Funding

U.S. DOT Surface Transportation Block Grant; Federal Lands Access Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Provides a continuous route for non-motorized access from the community of Burbank to Hood Park; in addition, the path extension will facilitate non-motorized access from Hood Park to a planned trail in the adjacent National Wildlife Refuge (Project B1)



Hood Park – Trail along Snake River

Route ID

B2

Type

Trail

Surface

Natural

Use

Walk

Length

0.4 miles

Elevation Range

343 to 367 ft
24-ft difference

Acreage

Hood Park - 99 acres

Termini

46.215393°/-119.015265°
13.218878°/-119.009845°

Managing Agency(ies)

US Army Corps of Engineers

Current Status and Condition

Proposed - New

Proposed Improvements

Develop natural surface trail along the Snake River

Estimated Cost

\$30,200

Potential Source of Funding

Recreational Trails Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Provides access to other trails within Hood Park and to a multi-use path connection to Sacajawea Park Road located in Franklin County across the Snake River



Westside of Highway 125 –
Multi-Use Path

Route ID

W5d

Type

Multi-Use Path

Surface

Paved

Use

Walk, Bike

Length

0.3 miles

Elevation Range

760 to 787ft
27-ft difference

Acreage

n/a

Termini

46.027644°/-118.388951°
46.024003°/-118.389320°

Managing Agency(ies)

Washington State
Department of Transportation

Current Status and Condition

Existing; in need of rehabilitation

Proposed Improvements

Clear overgrown vegetation; restore pavement as needed; place/replace way finding signage

Estimated Cost

\$100,000

Potential Source of Funding

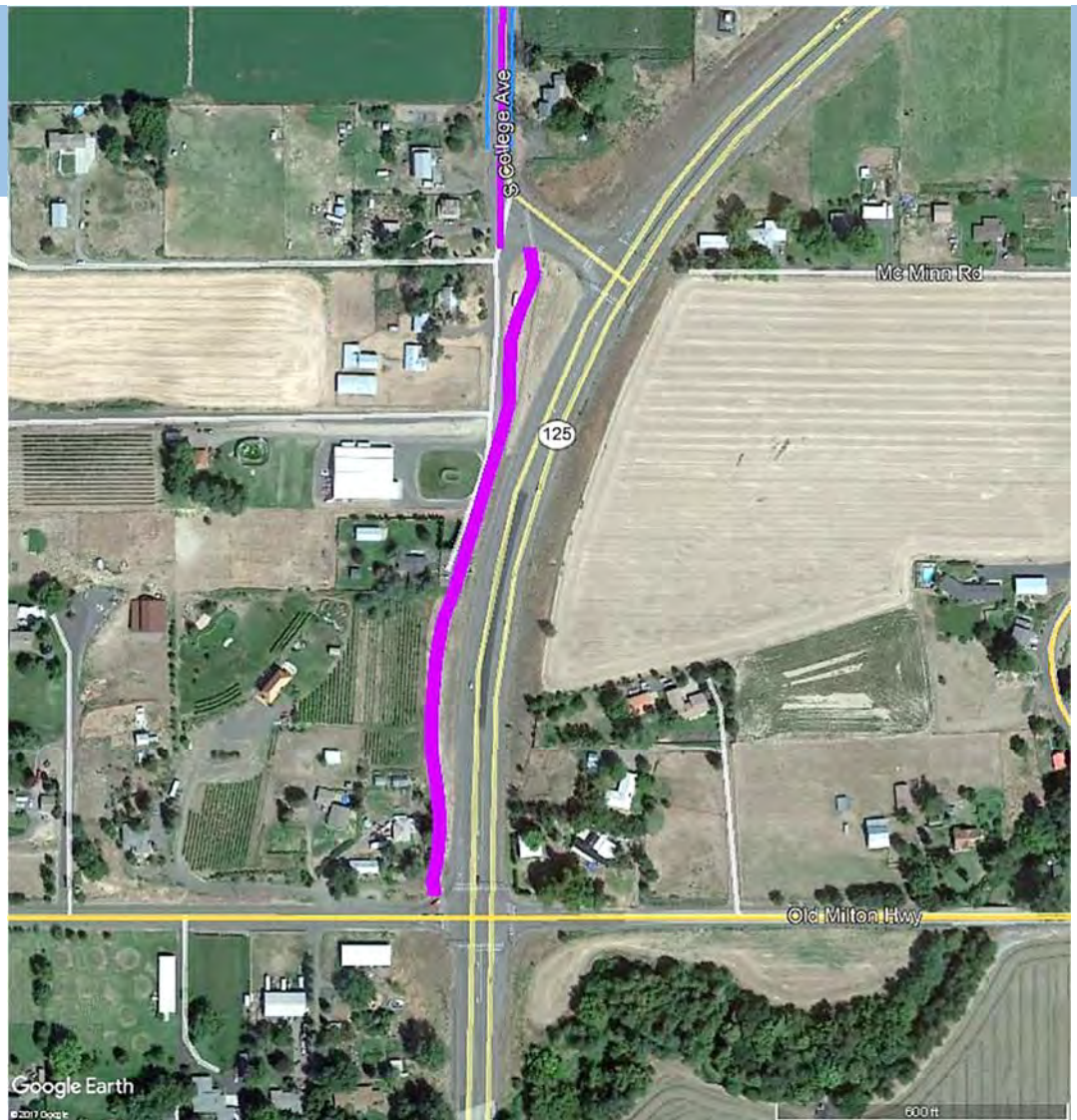
U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Provides connection to several regional east-west bicycle routes; connects College Place, Walla Walla, and Milton-Freewater



Northside of Highway 12 – Multi-Use Path A

Route ID

W5a

Type

Multi-Use Path

Surface

Paved

Use

Walk, Bike

Length

0.8 miles

Elevation Range

890 to 963ft
73-ft difference

Acreage

n/a

Termini

46.069876°/-118.360670°
46.075231°/-118.339955°

Managing Agency(ies)

City or Walla Walla (maintenance);
Washington State Department of Transportation (ownership)

Current Status and Condition

Existing; in need of rehabilitation

Proposed Improvements

Clear overgrown vegetation; restore pavement; place/replace way finding signage; add crosswalk improvements at N 13th Ave., N 9th Ave., N 4th Ave., and E Rees Ave.; along the rail tracks west of N 10th Ave., connect to multi-use path on the southside of Highway 12 (Project W5c)

Estimated Cost

\$62,400

Potential Source of Funding

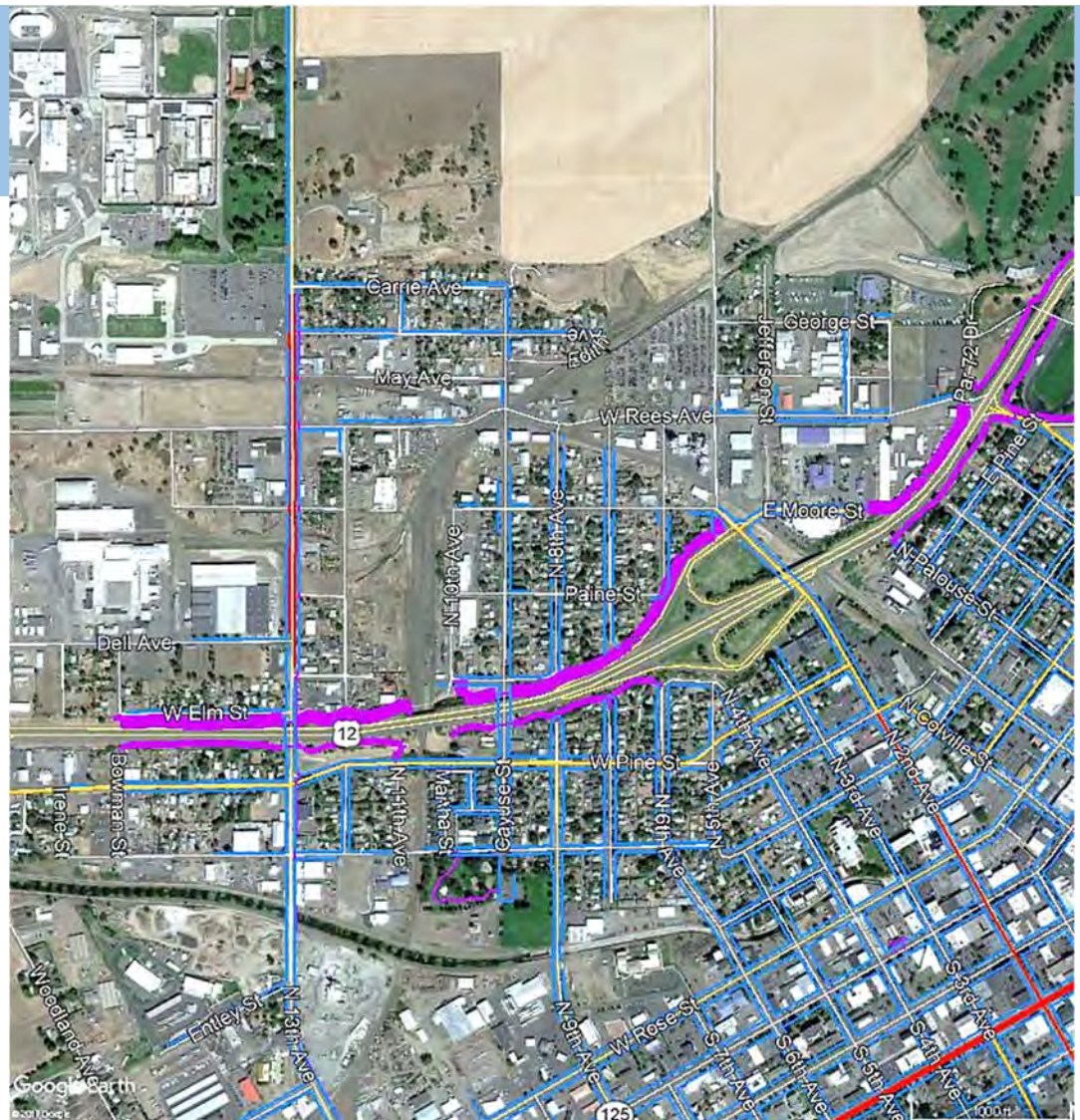
U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Provides connection to several existing multi-use paths east and south of location; will also connect to the proposed multi-use path along E Rees Ave. near the Memorial Pool



Humorist Road – Sidewalk Extension

Route ID

B4

Type

Sidewalk

Surface

Paved

Use

Walk

Length

0.2 miles

Elevation Range

389 to 396 ft
7-ft difference

Acreage

n/a

Termini

46.197112°/-118.989142°
46.197089°/-118.984309°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Proposed – new

Proposed Improvements

Extend current sidewalk from Edith Street to Merry Lane

Estimated Cost

\$70,000

Potential Source of Funding

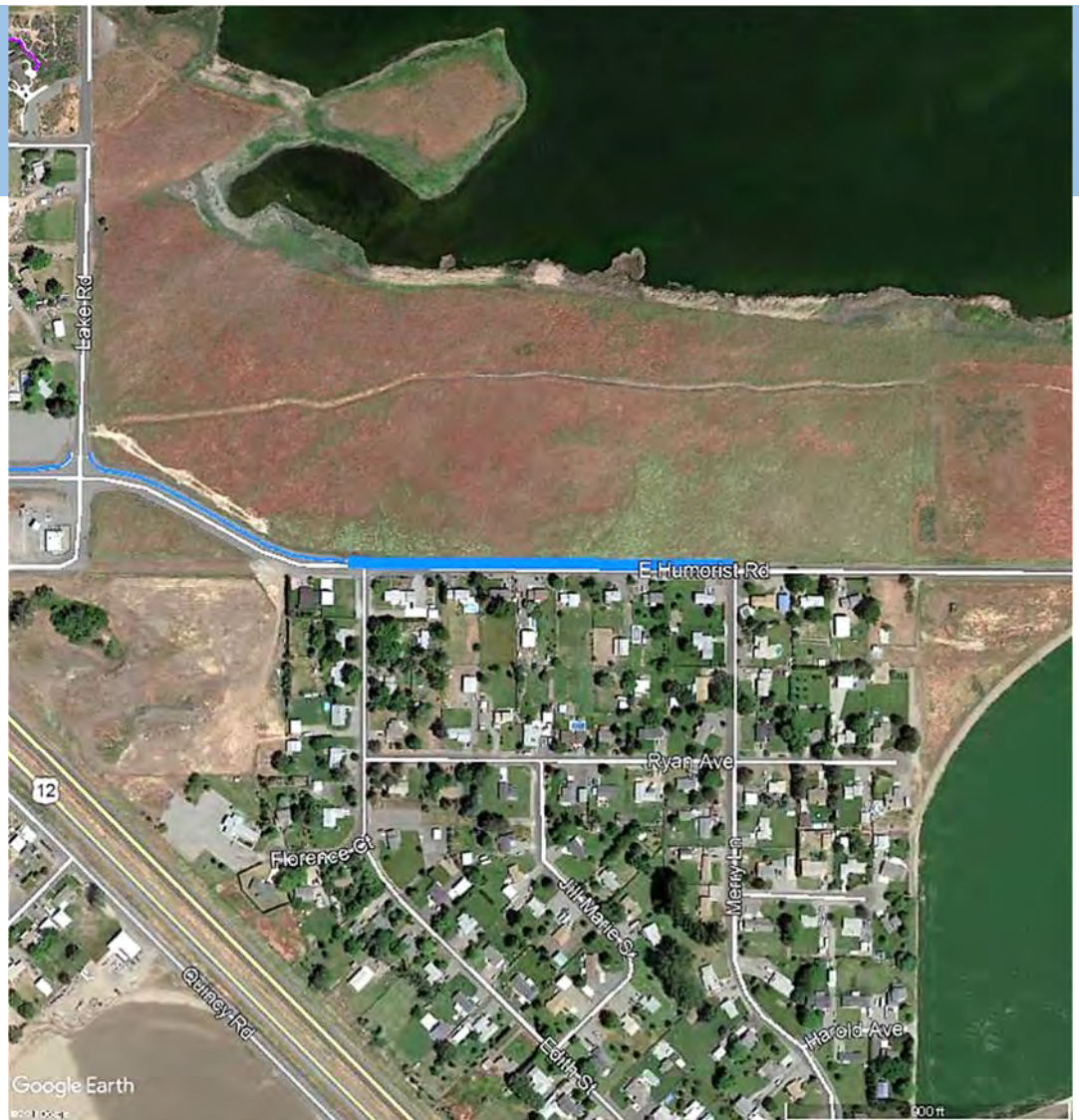
U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Columbia Elementary, Middle, and High schools



Sunset Drive – Trail along Snake River

Route ID

B3

Type

Trail

Surface

Natural

Use

Walk

Length

1.2-mile loop

Elevation Range

382 to 414ft

32-ft difference

Acreage

19 acres

Termini

46.221674°/-119.002054°

46.225712°/-118.992528°

Managing Agency(ies)

US Army Corps of Engineers

Current Status and Condition

Proposed - New

Proposed Improvements

Develop natural surface trail loop within the USACE parcel along the Snake River

Estimated Cost

\$90,500

Potential Source of Funding

Recreational Trails Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Located within 0.5 miles of USACE's Hood Park



Long-term Projects – Year Five and Beyond

Name	Route ID	Use	Length (miles)	Cost (\$)	Time Frame
Milton-Freewater to National Forest	F5	Bike, Hike	16.7	\$175,000	Long-term
Ridge Route - Near Windmills	RR	Bike, Hike	26.0	\$45,800	Long-term
East Bike Route 3 - Russell Creek	E3	Bike	5.2	\$3,700,000	Long-term
Hood Park / Cargil Pond / Highway 12 - Path	B5	Walk, Bike	1.00	\$1,000,000	Long-term
Walla Walla to National Forest	F4	Bike	14.8	\$15,000,000	Long-term
Community Connection 6 - Walla Walla and Waitsburg	C6	Bike	16.0	\$5,000,000	Long-term
Prescott to Lyons Ferry	R1	Bike	33.6	\$2,400,000	Long-term
Community Connection 7 - Walla Walla and Prescott	C7	Bike	16.0	\$5,300,000	Long-term
Community Connection 10 - Milton-Freewater and Walla Walla	C10	Bike	6.3	\$17,600	Long-term
East Bike Route 4 - Cottonwood	E4	Bike	8.5	\$2,000,000	Long-term
West Bike Route 3 - Stateline	W3	Bike	8.7	\$1,500,000	Long-term
East Bike Route 2 - Reser	E2	Bike	7.0	\$9,100,000	Long-term
Southside of Highway 12 - Multi-Use Paths	W5c	Walk, Bike	1.6	\$2,000,000	Long-term
Dayton to Wooten Wildlife and National Forest	F1	Bike	32.1	\$20,000,000	Long-term
Dayton to National Forest	F2	Bike	15.0	\$10,000,000	Long-term
Community Connection 9 - Milton-Freewater and Walla Walla	C9	Bike	8.8	\$1,814,000	Long-term
Community Connection 5 - Prescott and Waitsburg	C5	Bike	9.5	\$2,200,000	Long-term
Community Connection 1 - Dayton and Starbuck	C1	Bike	20.3	\$12,497,000	Long-term
West Bike Route 2 - Frog Hollow, Gardena	W2	Bike (Walk)	16.2	\$700,000	Long-term
West Bike Route 1 - Mission, Stovall, Detour	W1	Bike	15.4	\$2,100,000	Long-term
			Total	\$96,549,400	

Milton-Freewater to National Forest

Route ID

F5

Type

Bike Route on Shared Roadway
Horse Trailer Parking
Multi-Use Trail

Surface

Roadway to Park - Paved
Roadway to Trail Head - Gravel
Trail - Natural Surface

Use

Bike, Hike

Length

Roadway 13.7 miles
Trail 3.0 miles

Elevation Range

1,095 to 2,388 ft
1,293-ft difference

Acreage

Harris Park - 31 acres

Termini

45.923105°/-118.380071°
45.839960°/-118.115821°

Harris Park
45.834562°/- 118.178573°

South Fork Walla Walla Trail Head
45.830747°/- 118.167275°

Managing Agency(ies)

Umatilla County
Bureau of Land Management (BLM)

Current Status and Condition

Popular access route to the Umatilla National Forest; Harris Park and South Fork Walla Walla Trail Head offer limited parking

Proposed Improvements

Shared Roadway to Harris Park and BLM's South Fork Walla Walla Trail Head - No improvements proposed at this time;
Harris Park - Expand parking to allow accommodation of horse trailers

Estimated Cost

\$175,000

Potential Source of Funding

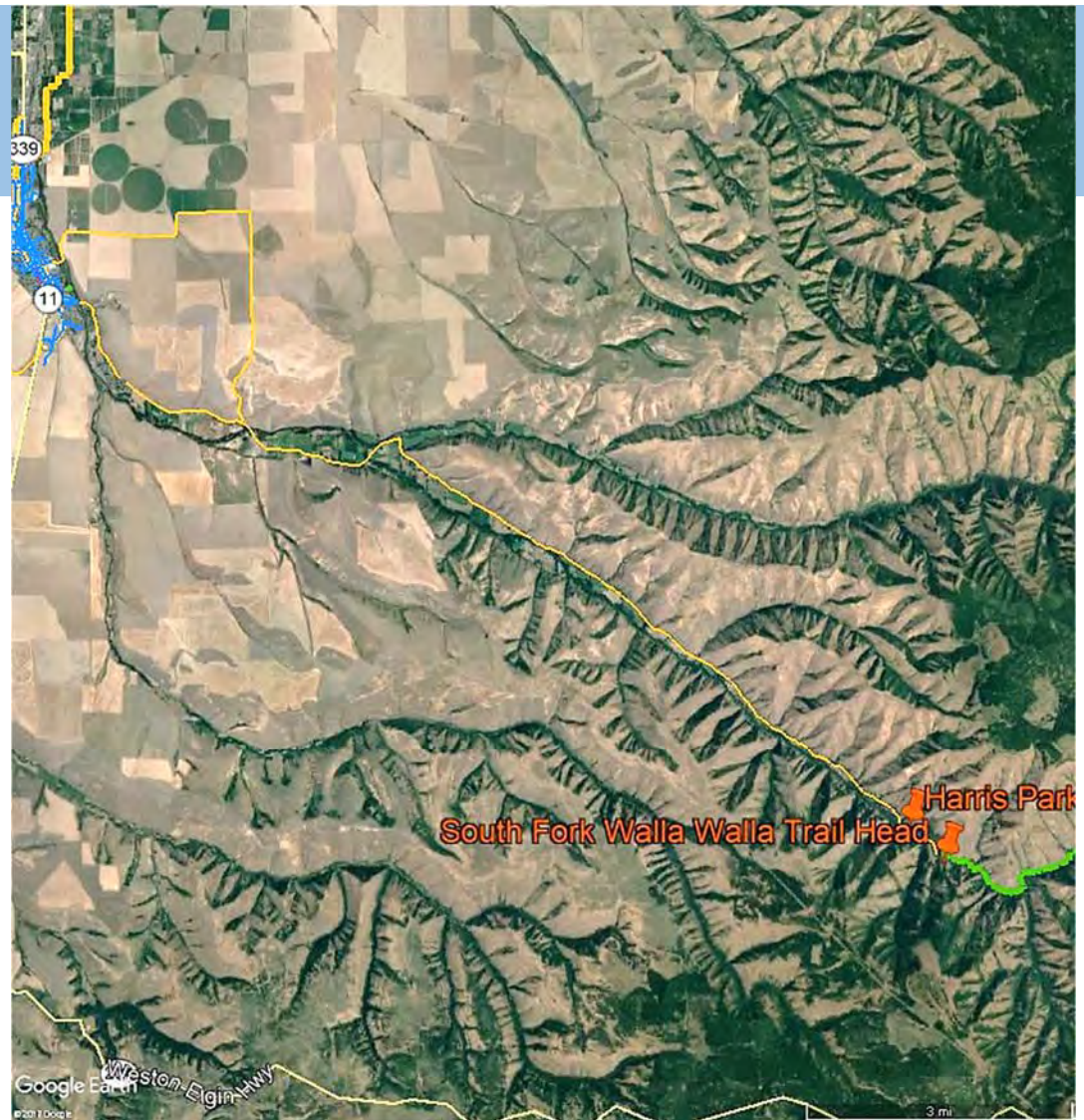
Federal Lands Access Program; Recreational Trails Program; OPRD - Local Government Grant

Anticipated Time of Implementation

Long-term

Provides Connections to –

Connects Milton-Freewater bike routes with the Umatilla National Forest and Forest Service “focus” trails



Ridge Route – Near Windmills

Route ID

RR

Type

Shared Road – Gravel Trail

Surface

RRa and RRc - Gravel
RRb - Paved

Use

Bike, Hike

Length

26.0 miles

Elevation Range

396 to 1,810ft
1,414-ft difference

Acreage

n/a

Termini

46.056412°/-118.911506°
46.013430°/-118.637813°

Managing Agency(ies)

Walla Walla County;
Umatilla County

Current Status and Condition

Proposed bi-state route - with a view - near windmills; low-volume county roadways (partially gravel)

Proposed Improvements

Add wayfinding signage

Estimated Cost

\$45,800

Source of Funding

Recreational Trails Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

“West” bike route (W2) and future Heritage Route (R2)

Potential Challenges

Steep slope in several areas along the route



East Bike Route 3 – Russell Creek

Route ID

E3

Type

Designated Bike Lane;
Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

5.2 miles

Elevation Range

1,037 to 1,461ft
424-ft difference

Acreage

n/a

Termini

46.053127°/-118.299125°
46.051713°/-118.214057°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Popular east-west bike route on shared roadway - east of Walla Walla between School Avenue and 5-Mile Road/Scenic Loop Road; also connects to western terminus of Reser (E2) route via Depping Road

Proposed Improvements

E3a (Berney Road) - Pave shoulders and install bike lanes;

E3b (Russell Creek Road) - Realign and wide portions of road; add signage to emphasize shared use

Estimated Cost

E3a - \$2,200,000; E2b - \$1,500,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

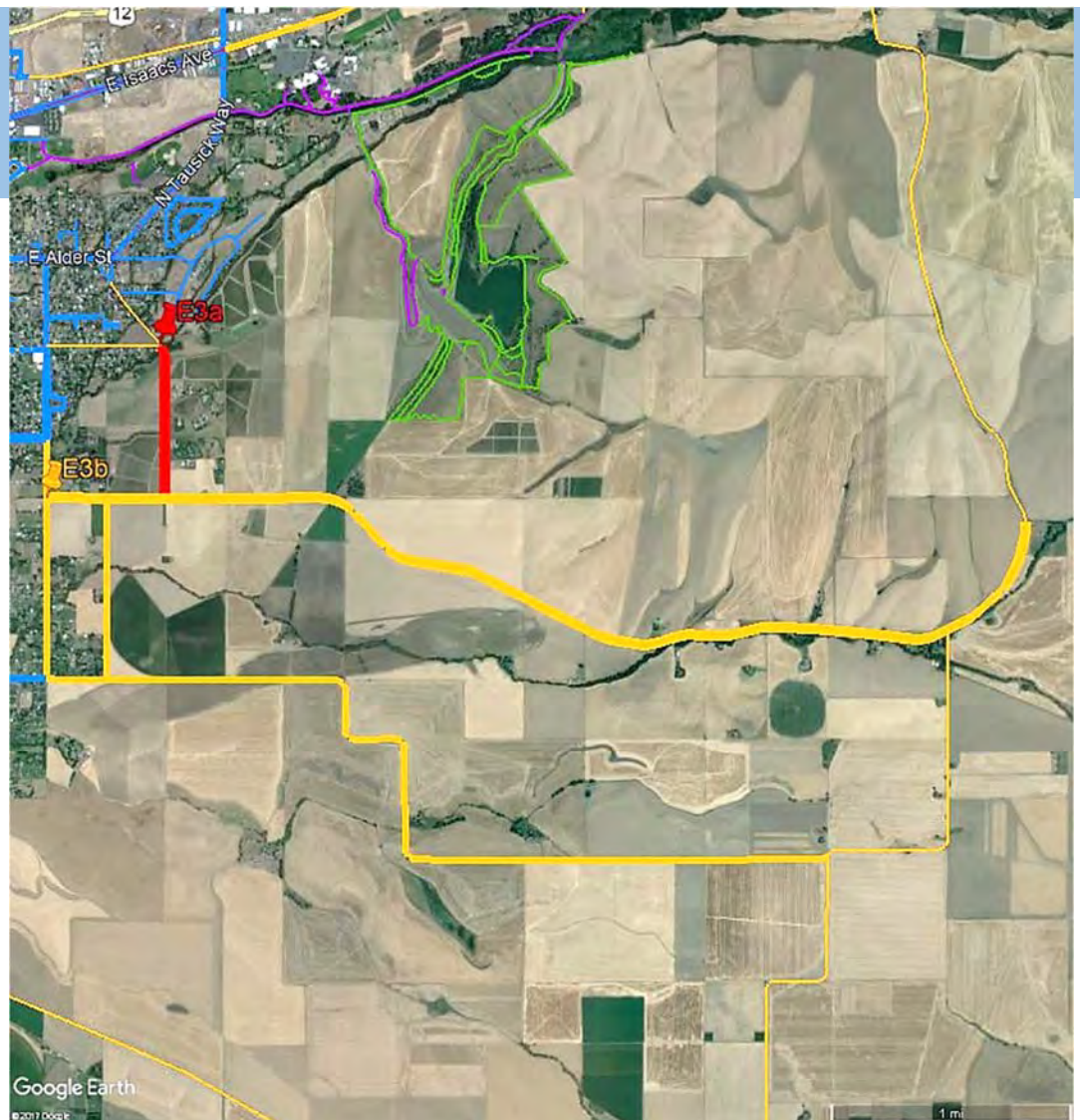
Long-term

Provides Connections to –

5-Mile Road (E1) and Depping Road and Foster Road (E2)

Potential Challenges

Current safety concerns - entire route consists of narrow roadways with limited sight distance and steep cut slopes



Hood Park/Cargil Pond/ Highway 12 – Path

Route ID

B5

Type

Multi-use Path

Surface

Paved (to Highway 12);
gravel (to Hood Park)

Use

Walk, Bike

Length

1.0 mile

Elevation Range

347 to 376ft
29-ft difference

Acreage

Cargil Pond Area - 23 acres

Termini

Ice Harbor Drive
46.206512°/-119.013296°
Highway 12
46.213829°/-119.020226°
Hood Park
46.214440°/-119.019441°



Managing Agency(ies)

Washington State Department of Transportation; US Army Corps of Engineers

Current Status and Condition

Existing; unmarked; in need of rehabilitation; simple goat trail under Highway 12 bridge

Proposed Improvements

Clear overgrown vegetation; stabilize and restore gravel connection to Hood Park; provide maintenance as needed on paved portion connecting to the Highway 12 bridge; add way finding signage; construct connection to USACE parking lot

Estimated Cost

\$1 million

Potential Source of Funding

Federal Lands Access Program

Anticipated Time of Implementation

Short-term

Provides Connections to –

Provides access from the community of Burbank to Cargil Pond, Hood Park, and a multi-use path that connects with Sacajawea Park Road located in Franklin County across the Snake River

Potential Challenges

Complex connection; will require retaining wall under bridge and switch-backs to connect to Hood Park parking lot

Walla Walla to National Forest

Route ID

F4

Type

Bike Route on Shared Roadway

Surface

F4a - Paved

F4b - Gravel

Use

Bike

Length

14.8 miles

Elevation Range

1,159 to 2,369 ft

1,210-ft difference

Acres

n/a

Termini

46.080262°/-118.283484°

45.988996°/-118.064359°

Managing Agency(ies)

Walla Walla County

Umatilla County

Current Status and Condition

Popular access route to the Umatilla National Forest; portions of the roadway in Section F4a are narrow, have limited sight distance, and contain steep-cut slopes; the route includes several bridges; F4b is a low-volume gravel road

Proposed Improvements

F4a - Realign and widen portions of road; pave shoulders; add signage to emphasize shared use;

F4b - No improvement proposed at this time

Estimated Cost

F4a - \$15 million

Potential Source of Funding

U.S. DOT funding, such as Surface Transportation Block Grant (STBG) and Federal Lands Access Program (FLAP)

Anticipated Time of Implementation

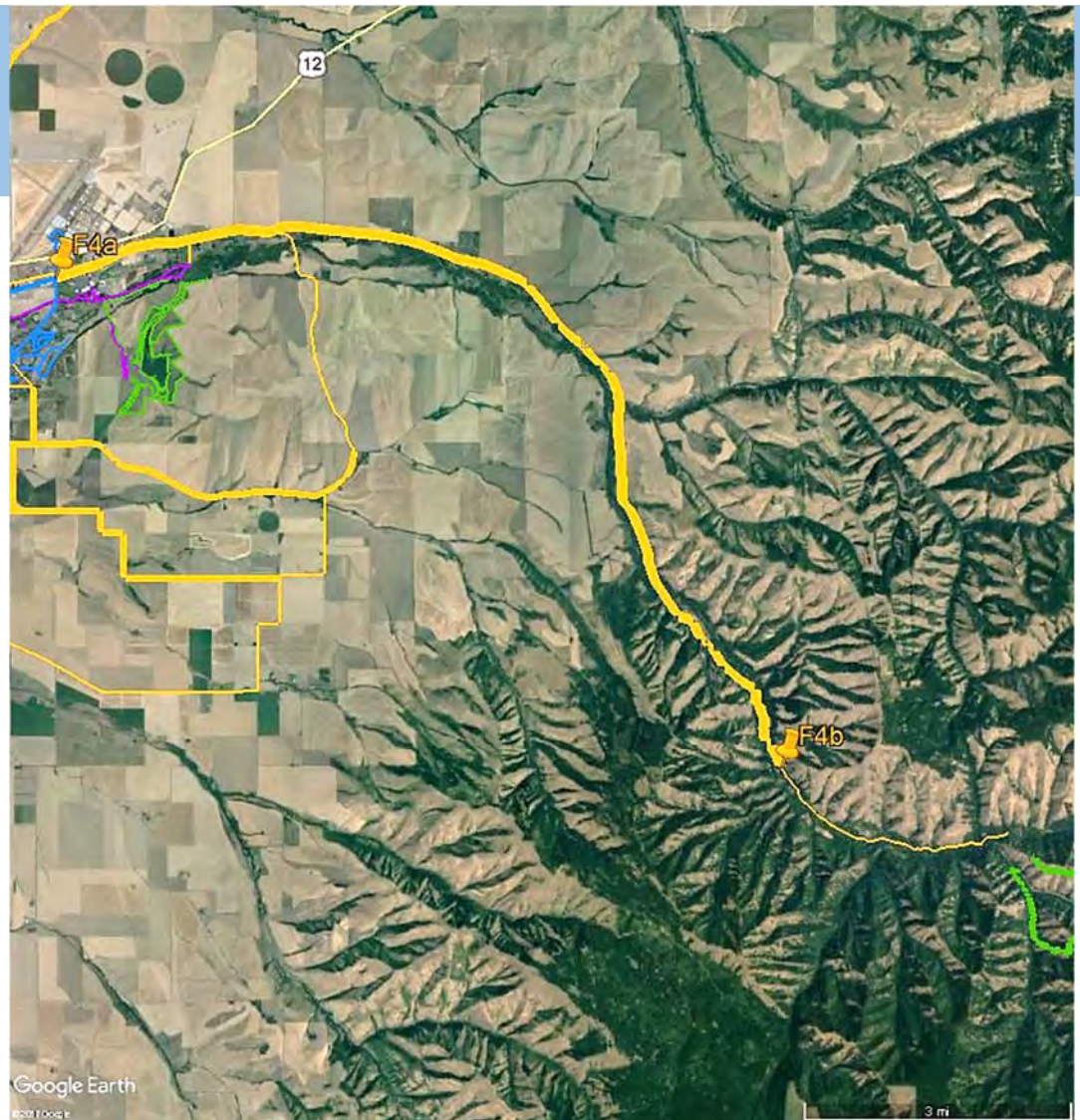
Long-term

Provides Connections to –

Provides access to the Umatilla National Forest and Forest Service “focus” trails

Potential Challenges

Current safety concerns - Portions of F4a are narrow, lack shoulders, have limited sight distance, and contain several steep-cut slopes



Community Connection 6 – Walla Walla and Waitsburg

Route ID

C6

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

16.0 miles

Elevation Range

1,034 to 1,857ft
823-ft difference

Acreage

n/a

Termini

46.082377°/-118.325580°
46.259516°/-118.153242°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Popular bike route on shared roadway - connecting the cities of Walla Walla and Waitsburg (using Middle Waitsburg Road)

Proposed Improvements

Realign and widen portions of the road; add signage to emphasize shared use

Estimated Cost

\$5 million

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

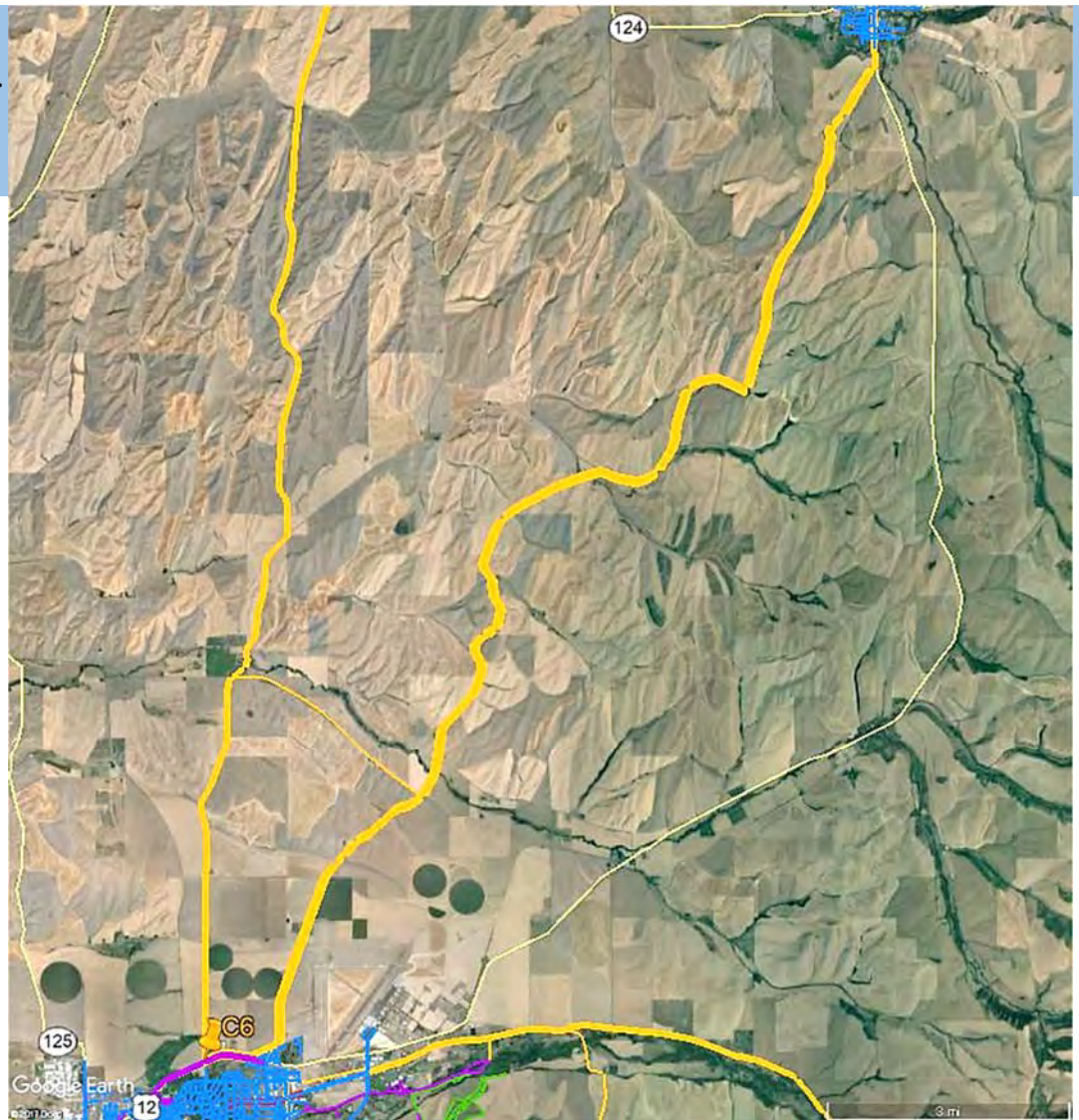
Long-term

Provides Connections to –

Dayton (C3) and Prescott (C5 and C7)

Potential Challenges

Current safety concerns - narrow roadway with limited sight distance and steep cut slopes;
Highway 12 at northern terminus has narrow shoulders and high speeds



Prescott to Lyons Ferry

Route ID

R1

Type

Bike Route on Shared Roadway

Surface

Paved

Use

Bike

Length

33.6 miles

Elevation Range

557 to 1,817 ft
1,260-ft difference

Acreage

n/a

Termini

46.580469°/-118.214719°
46.313766°/-118.286399°

Managing Agency(ies)

Walla Walla County;
Columbia County

Current Status and Condition

Popular route to the Snake River, but with certain limitations (see “Potential Challenges”);

R1a and R1b - proposed; R1c - existing shared roadway; R1a is a low-volume roadway; add signage to emphasize shared use

Proposed Improvements

R1a - Replace bridge and widen portions of roadway; R1b - Realign at grain elevator; realign and widen portions of roadway;
R1c - No major improvements proposed at this time

Estimated Cost

\$2,400,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

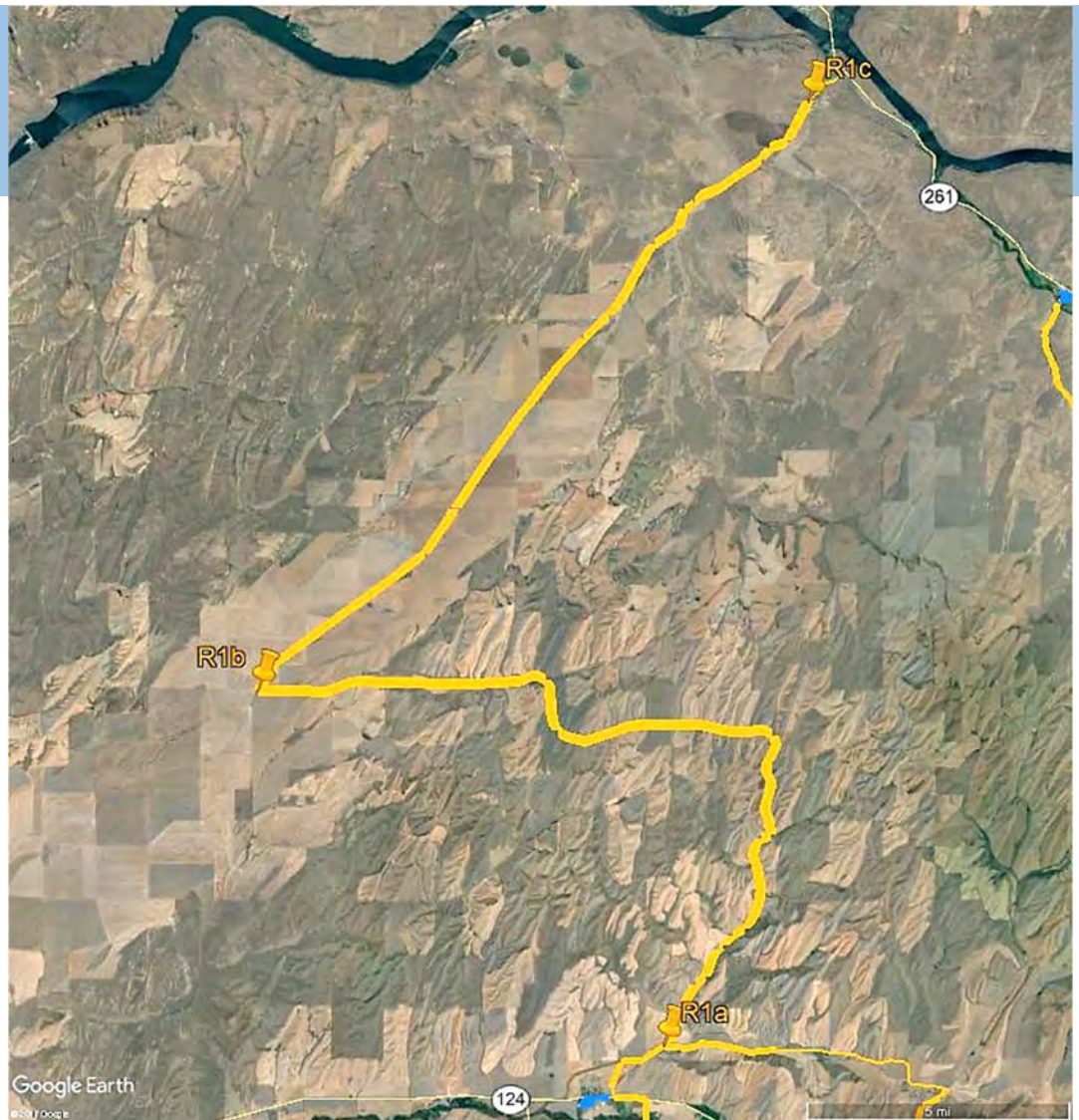
Long-term

Provides Connections to –

Snake River and Lyons Ferry Marina

Potential Challenges

R1a - currently narrow with limited sight distance and steep cut slopes; R1b - sharp bend at grain elevator



Community Connection 7 – Walla Walla and Prescott

Route ID

C7

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

16.0 miles

Elevation Range

949 to 1,326ft
377-ft difference

Acreage

n/a

Termini

46.082336°/-118.325614°
46.299676°/-118.306597°

Managing Agency(ies)

Walla Walla County;
Washington Department of Transportation

Current Status and Condition

Bike route on shared roadway - connecting the cities of Walla Walla and Prescott (using Lower Waitsburg, Hart, and SR 124)

Proposed Improvements

C7b - No major improvements proposed at this time; speed limit and signage should be evaluated
C7a (Lower Waitsburg Road and Hart Road) - Realign and widen portions of road; update portions of guardrail; add signage throughout to emphasize shared use

Estimated Cost

\$5.3 million

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

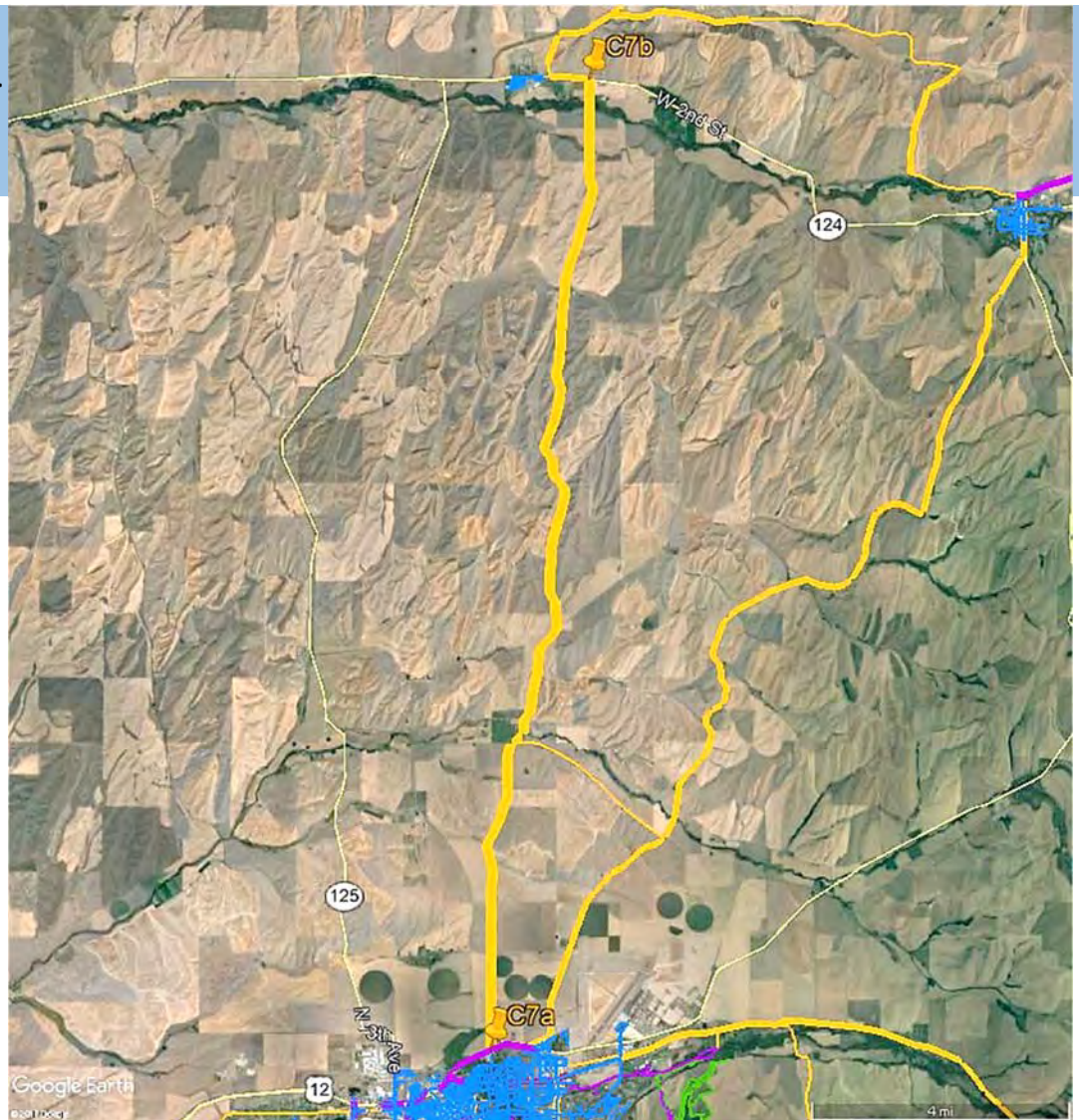
Long-term

Provides Connections to –

Lyons Ferry (R1) and Waitsburg (C5)

Potential Challenges

Current safety concerns - Section C7a consists of narrow roadways with limited sight distance and steep cut slopes; Section C7b has narrow shoulders and high speeds



Community Connection 10 – Milton-Freewater and Walla Walla

Route ID

C10

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

6.3 miles

Elevation Range

760 to 1,012ft
252-ft difference

Acreage

n/a

Termini

46.023843°/-118.383476°
45.943882°/-118.389165°

Managing Agency(ies)

Milton-Freewater; Umatilla
County; Walla Walla County

Current Status and Condition

Bike route on shared roadway - connecting the cities of Milton-Freewater and Walla Walla (using Peppers Bridge, Tum-A-Lum, Birch Creek, Eastside, and N 8th)

Proposed Improvements

C10a - No major improvements proposed at this time;

C10b (Tum-A-Lum Road, Birch Creek Road and Eastside Road) - Add signage to emphasize shared use

Estimated Cost

C10b - \$17,600

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

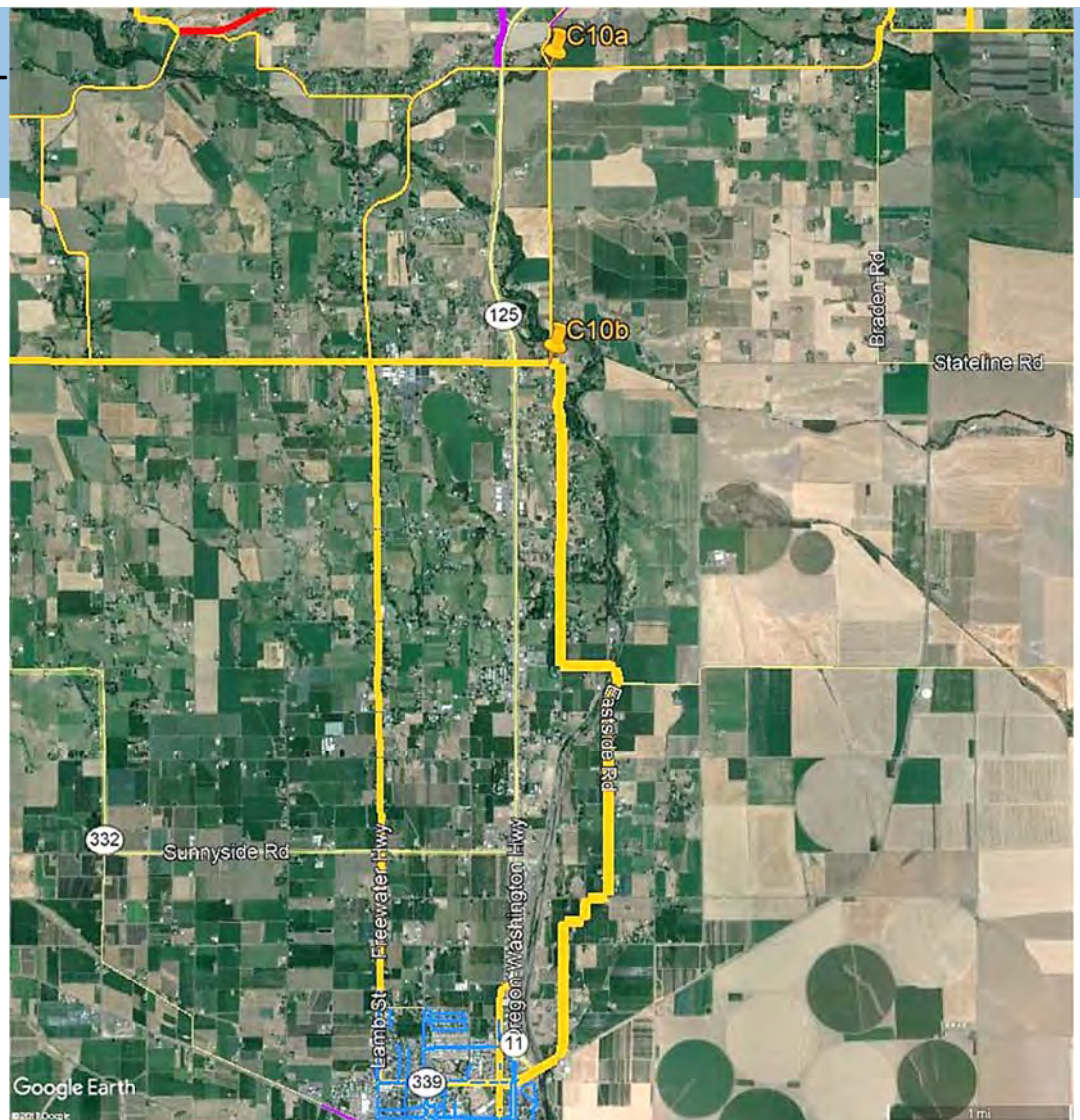
Long-term; [Addition or widening of shoulders may be considered for a later phase]

Provides Connections to –

Old Milton Highway (C8) and Cottonwood (E4)

Potential Challenges

Current safety concerns - Route consists of narrow roadways with sharp curves, limited sight distance, and steep cut slopes



East Bike Route 4 – Cottonwood

Route ID

E4

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

8.5 miles

Elevation Range

874 to 1394ft
520-ft difference

Acreage

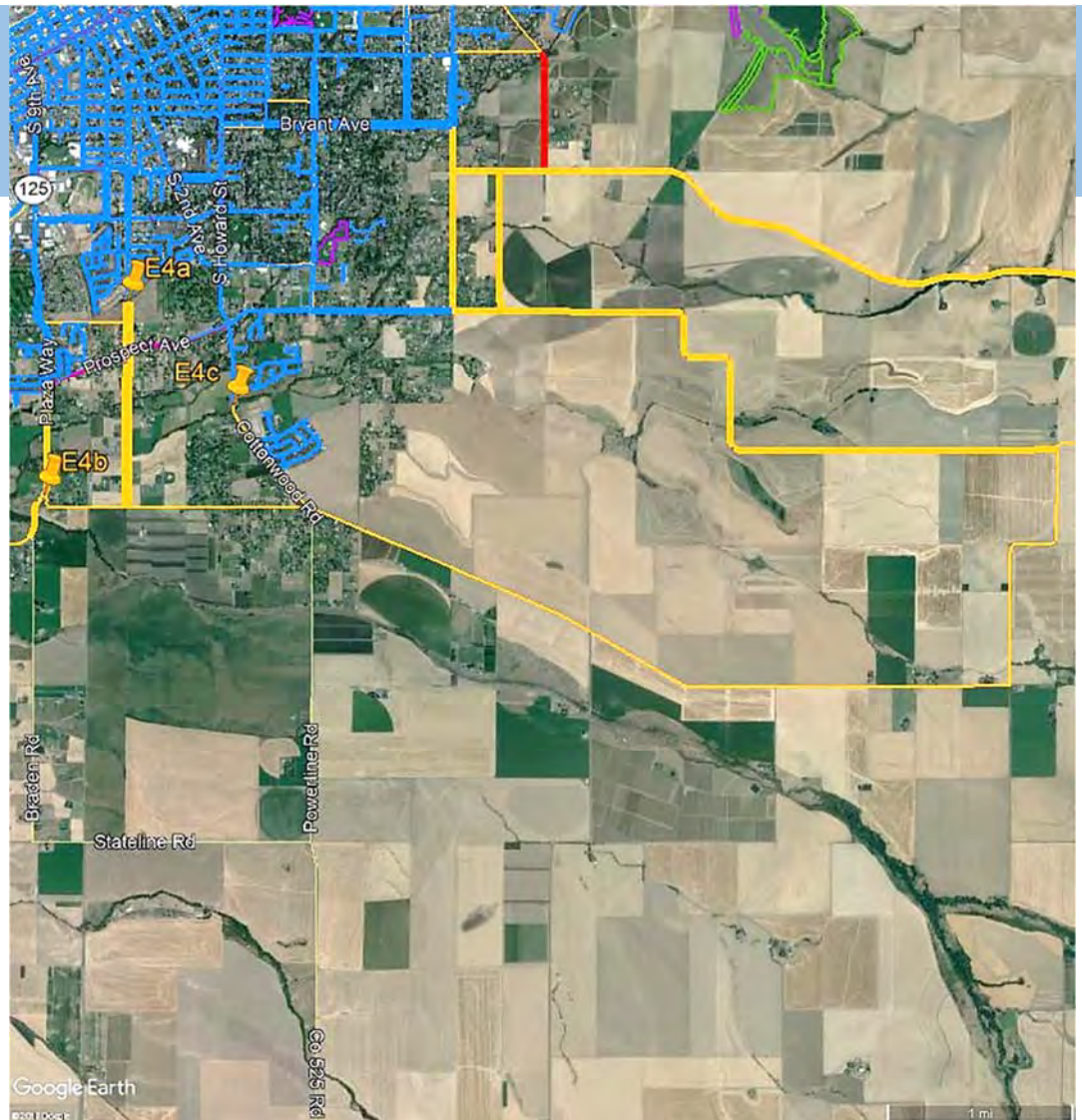
n/a

Termini

46.043014°/-118.335660°
46.031450°/-118.231296°

Managing Agency(ies)

Walla Walla County



Current Status and Condition

Popular east-west bike route on shared roadway - south and east of Walla Walla between Whitney Road as well as Canberra Drive and Reser Road (using S 3rd Avenue, Langdon, Cottonwood, and Foster)

Proposed Improvements

E4a - Replace bridge and widen portions of road; add signage to emphasize shared use
E4b and E4c - No major improvements proposed at this time

Estimated Cost

\$2,000,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

Reser Road (E2) and Old Milton Highway connections (C9 and C10) to Milton-Freewater via Langdon Road

Potential Challenges

Current safety concerns - entire route consists of narrow roadways with limited sight distance and steep cut slopes

West Bike Route 3 – Stateline

Route ID

W3

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

8.7 miles

Elevation Range

579 to 815ft
236-ft difference

Acreage

n/a

Termini

46.000696°/-118.383501°
46.020070°/-118.531363°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Popular east-west bike route on shared roadway - south and west of College Place and Walla Walla between Peppers Bridge Road and Frog Hollow Road (using Stateline and Frederickson)

Proposed Improvements

W3a (Stateline Road) and W3b (Frederickson Road) - Replace bridge and wide road

Estimated Cost

W3a - \$700,000; W3b - \$800,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

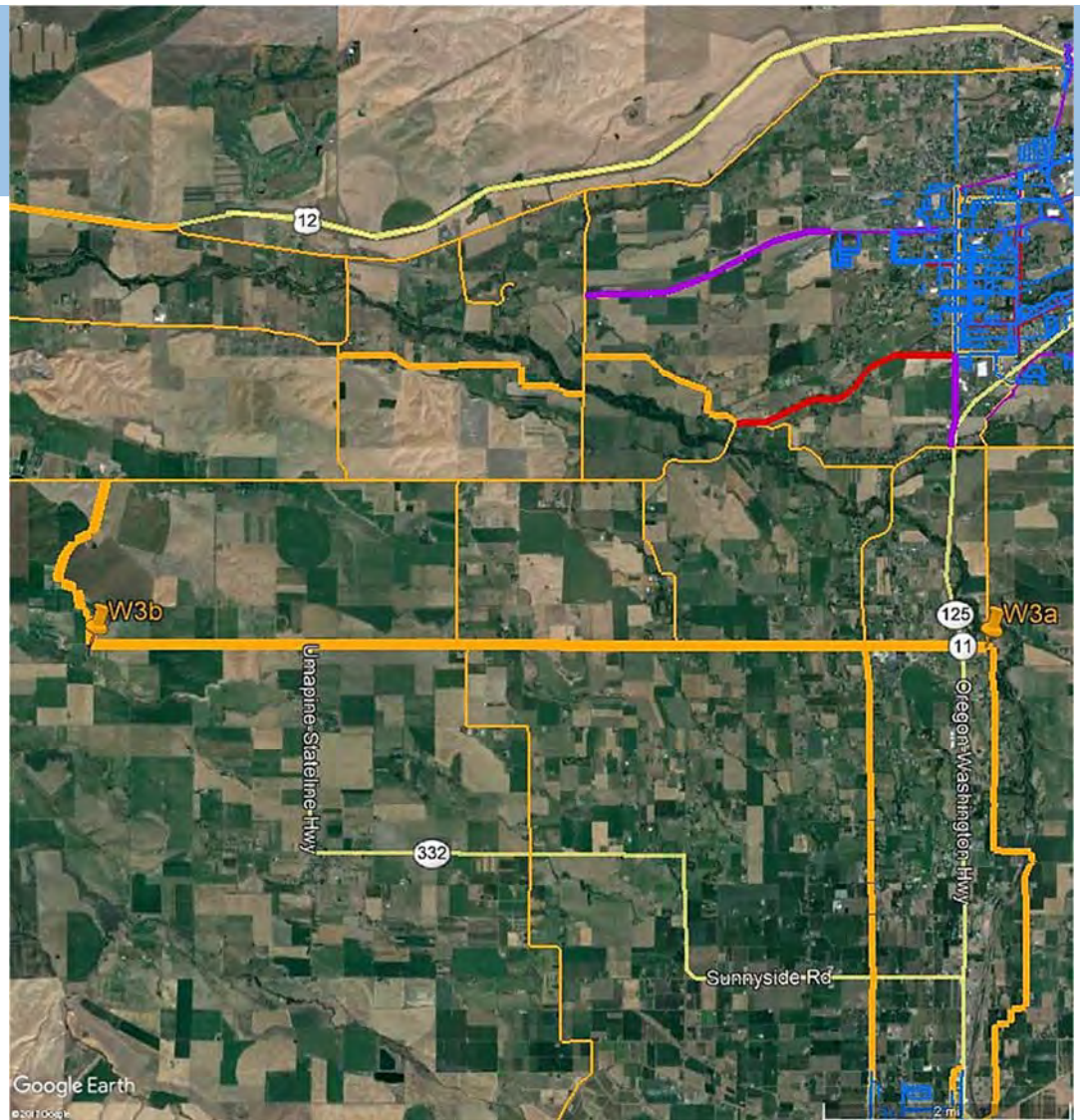
Long-term

Provides Connections to –

Old Milton Highway (C9) and Peppers Bridge Road (C10) to Milton-Freewater

Potential Challenges

Current safety concerns – entire route consists of narrow roadways with limited sight distance and steep cut slopes



East Bike Route 2 – Reser

Route ID

E2

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

7.0 miles

Elevation Range

966 to 1,417ft
451-ft difference

Acreage

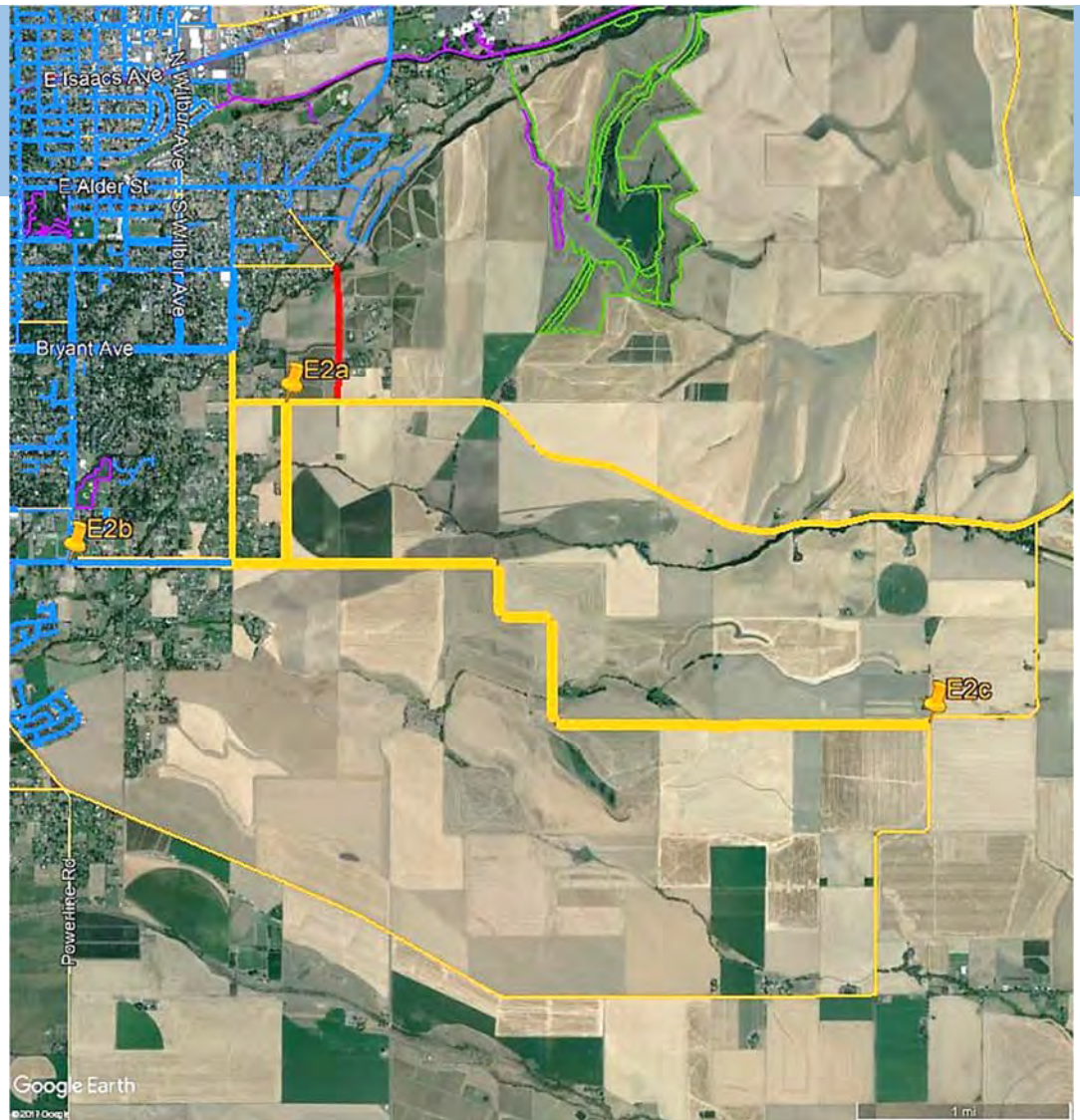
n/a

Termini

46.042223°/-118.315029°
46.045213°/-118.220837°

Managing Agency(ies)

Walla Walla County



Current Status and Condition

Popular east-west bike route on shared roadway - east of Walla Walla between Fern Avenue and Russell Creek Road (using Reser and Foster); also connects to western terminus of Russell Creek (E3) route via Depping Road

Proposed Improvements

E2a (Depping Road) - Update guardrail at culvert; E2b (Reser Road) - Realign and wide portions of road; Add signage to emphasize shared use; E2c - No major improvements proposed at this time

Estimated Cost

E2a - \$1,300,000; E2b - \$7,800,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

Russell Creek Road (E3) and Foster Road (E4)

Potential Challenges

Current safety concerns - entire route consists of narrow roadways with limited sight distance and steep cut slopes

Southside of Highway 12 – Multi-Use Paths

Route ID

W5c

Type

Multi-Use Path

Surface

Paved

Use

Walk, Bike

Length

1.6 miles

Elevation Range

960 to 1068 ft
108-ft difference

Acresage

n/a

Termini

46.075651°/-118.339760°
46.082092°/-118.309862°

Managing Agency(ies)

Washington State
Department of Transportation

Current Status and Condition

Existing; in need of rehabilitation; certain elements do not comply with the American with Disabilities Act (ADA)

Proposed Improvements

Clear overgrown vegetation; restore pavement; bring into compliance with ADA; place/replace way finding signage; add crosswalk improvements at N 13th Ave., N 9th Ave., and E Rees Ave.; reconnect segment that currently dead-ends just west of N 9th Ave.; along the rail tracks west of N 10th Ave., connect to multi-use path on the northside of Highway 12 (Project W5a)

Estimated Cost

\$2,000,000+

Potential Source of Funding

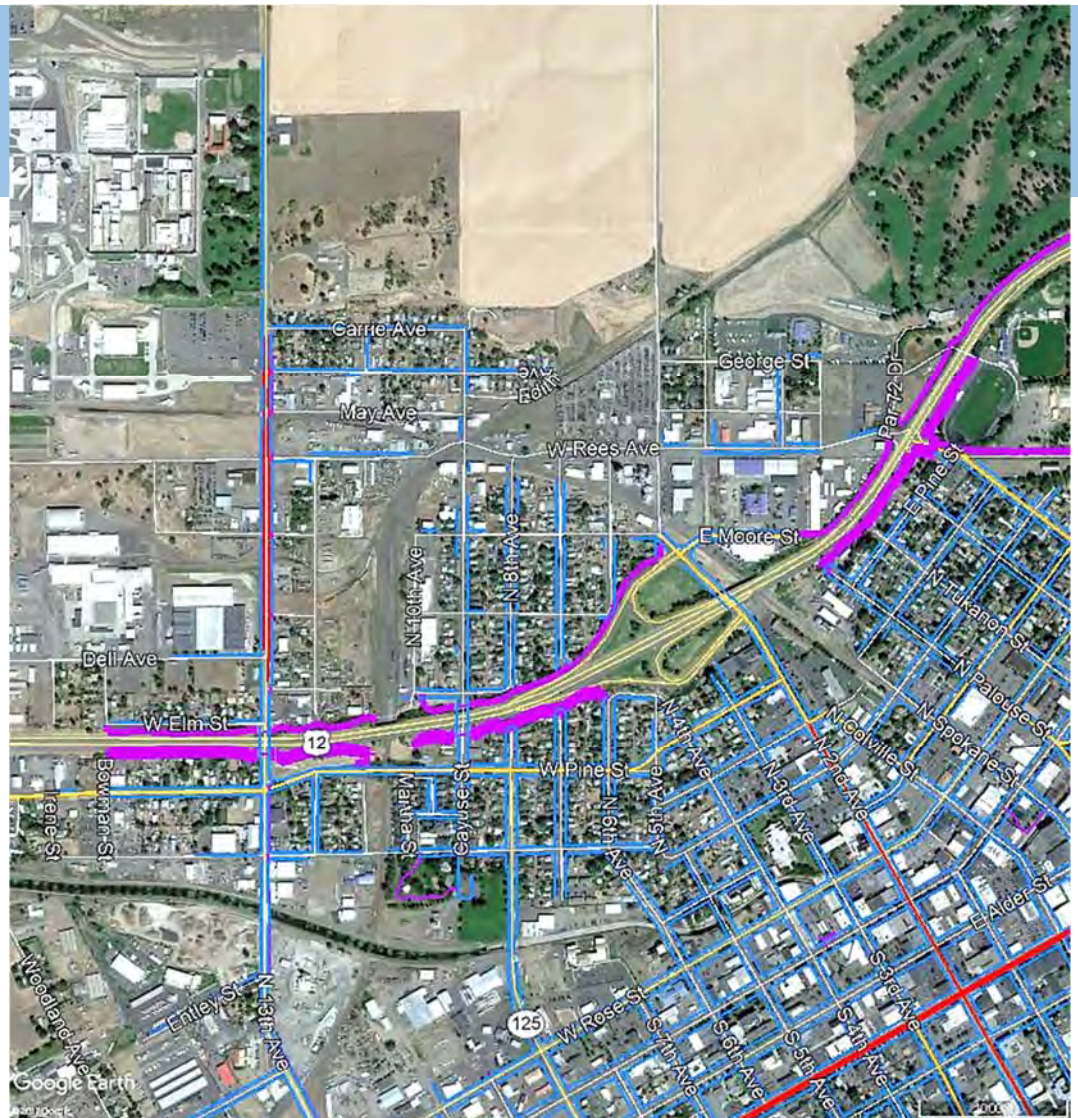
U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

Provides connection to existing multi-use paths north of location; will also connect to the proposed multi-use path along E Rees Ave. near the Memorial Pool



Dayton to Wooten Wildlife and National Forest

Route ID

F1

Type

Bike Route on Shared Roadway

Surface

F1a and F1c - Paved
F1b - Gravel

Use

Bike

Length

32.1 miles

Elevation Range

1,658 to 2,970 ft
1,312-ft difference

Acres

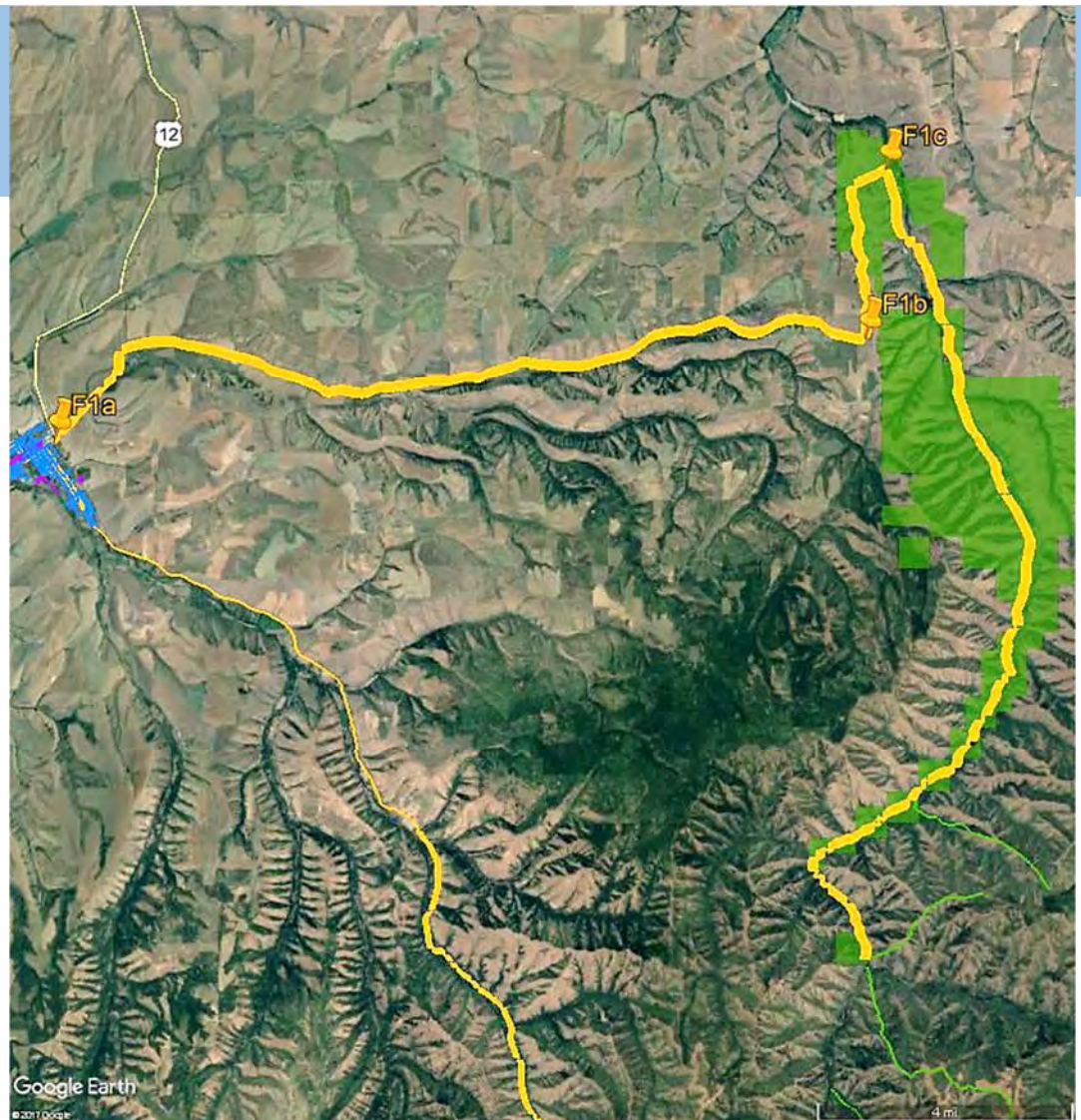
n/a

Termini

46.323772°/-117.972745°
46.205619°/-117.707307°

Managing Agency(ies)

Columbia County



Current Status and Condition

Popular access route to the W.T. Wooten Wildlife Area and the Umatilla National Forest; all sections are narrow, lack shoulders, have limited sight distance, and contain several steep cut/fill slopes

Proposed Improvements

F1a and F1c - Realign portions of road and widen; F1b - Complete reconstruction to widen and pave existing road; Add signage to emphasize shared use

Estimated Cost

F1a - \$5 to 10 million; F1b - \$2.5 to 5 million; F1c - \$2.5 to 5 million

Potential Source of Funding

U.S. DOT funding, such as Surface Transportation Block Grant (STBG) and Federal Lands Access Program (FLAP)

Anticipated Time of Implementation

Long-term

Provides Connections to –

Provides access to the Umatilla National Forest and Forest Service “focus” trails

Potential Challenges

Current safety concerns - 19.9% grade in Section F1b; in addition, all sections are narrow, lack shoulders, have limited sight distance, and contain several steep cut/fill slopes

Dayton to National Forest

Route ID

F2

Type

Bike Route on Shared Roadway

Surface

Paved

Use

Bike

Length

15.0 miles

Elevation Range

1,676 to 3,297 ft

1,621-ft difference

Acres

n/a

Termini

46.304258°/-117.959990°

46.142498°/-117.805929°

Managing Agency(ies)

Columbia County

Current Status and Condition

Popular access route to the Umatilla National Forest; all sections are narrow, have limited sight distance, and contain several steep cut/fill slopes; Section F2b has no shoulders

Proposed Improvements

F2a - No improvement proposed at this time;

F2b - Realign portion of road and widen (including bridges); add signage to emphasize shared use

Estimated Cost

F2b - \$10 million

Potential Source of Funding

U.S. DOT funding, such as Surface Transportation Block Grant (STBG) and Federal Lands Access Program (FLAP)

Anticipated Time of Implementation

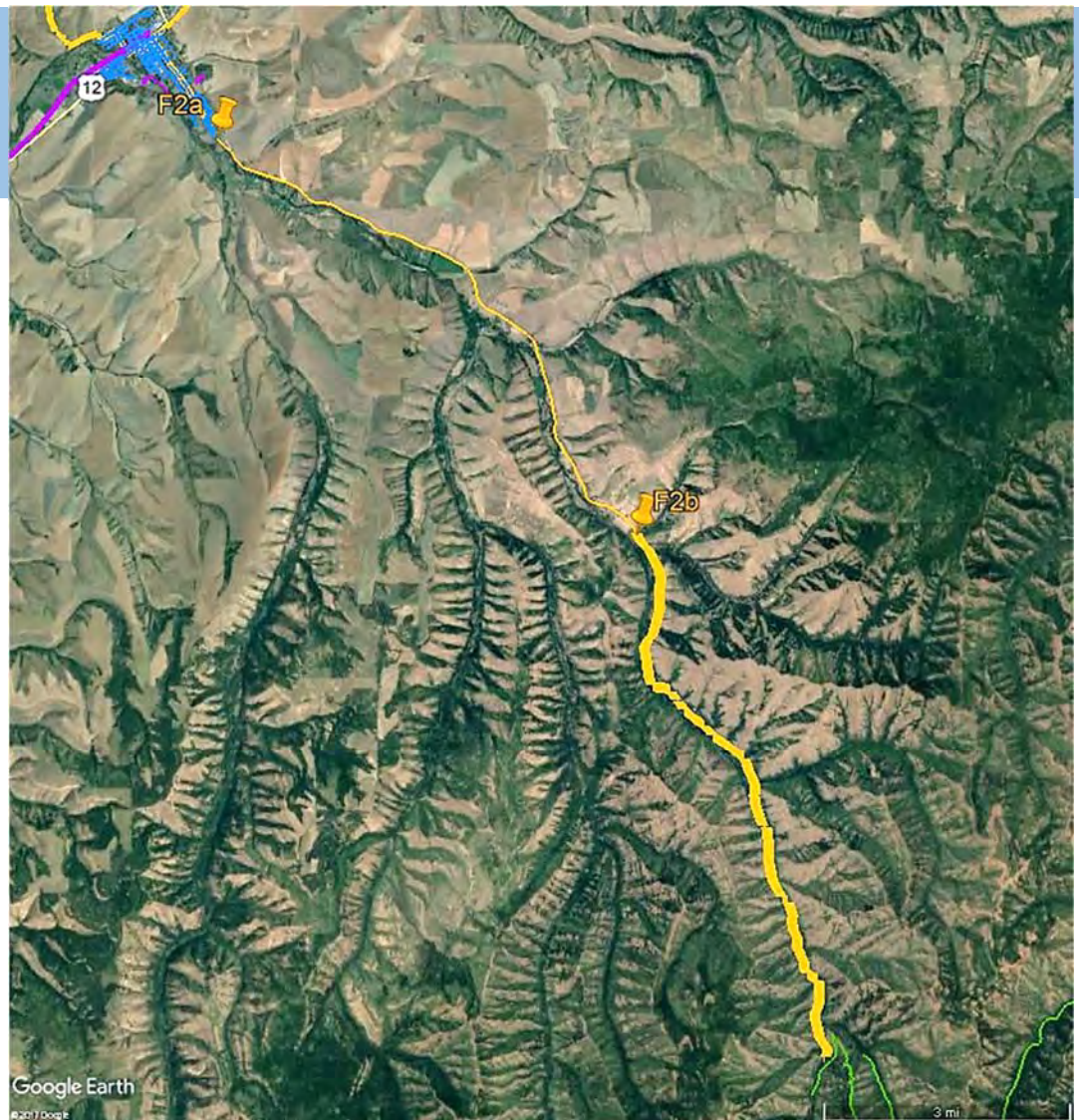
Long-term

Provides Connections to –

Provides access to the Umatilla National Forest and Forest Service “focus” trails

Potential Challenges

Current safety concerns - All sections are narrow, have limited sight distance, and contain several steep cut/fill slopes; Section F2b also lacks shoulders and includes three bridges



Community Connection 9 – Milton-Freewater and Walla Walla

Route ID

C9

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

8.8 miles

Elevation Range

723 to 971ft
248-ft difference

Acreage

n/a

Termini

46.036121°/-118.344692°
45.943879°/-118.402978°

Managing Agency(ies)

Milton-Freewater; Umatilla County; Oregon Department of Transportation; Walla Walla County

Current Status and Condition

Bike route on shared roadway - connecting the cities of Milton-Freewater and Walla Walla (using Plaza Way, Old Milton Highway, Highway 339, and Lamb)

Proposed Improvements

C9b - No major improvements proposed at this time;
C9a (Plaza Way) - Widen portions of road; C9c (Highway 339 and Lamb) - Add signage to emphasize shared use

Estimated Cost

C9a - \$1,800,000; C9c - \$14,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

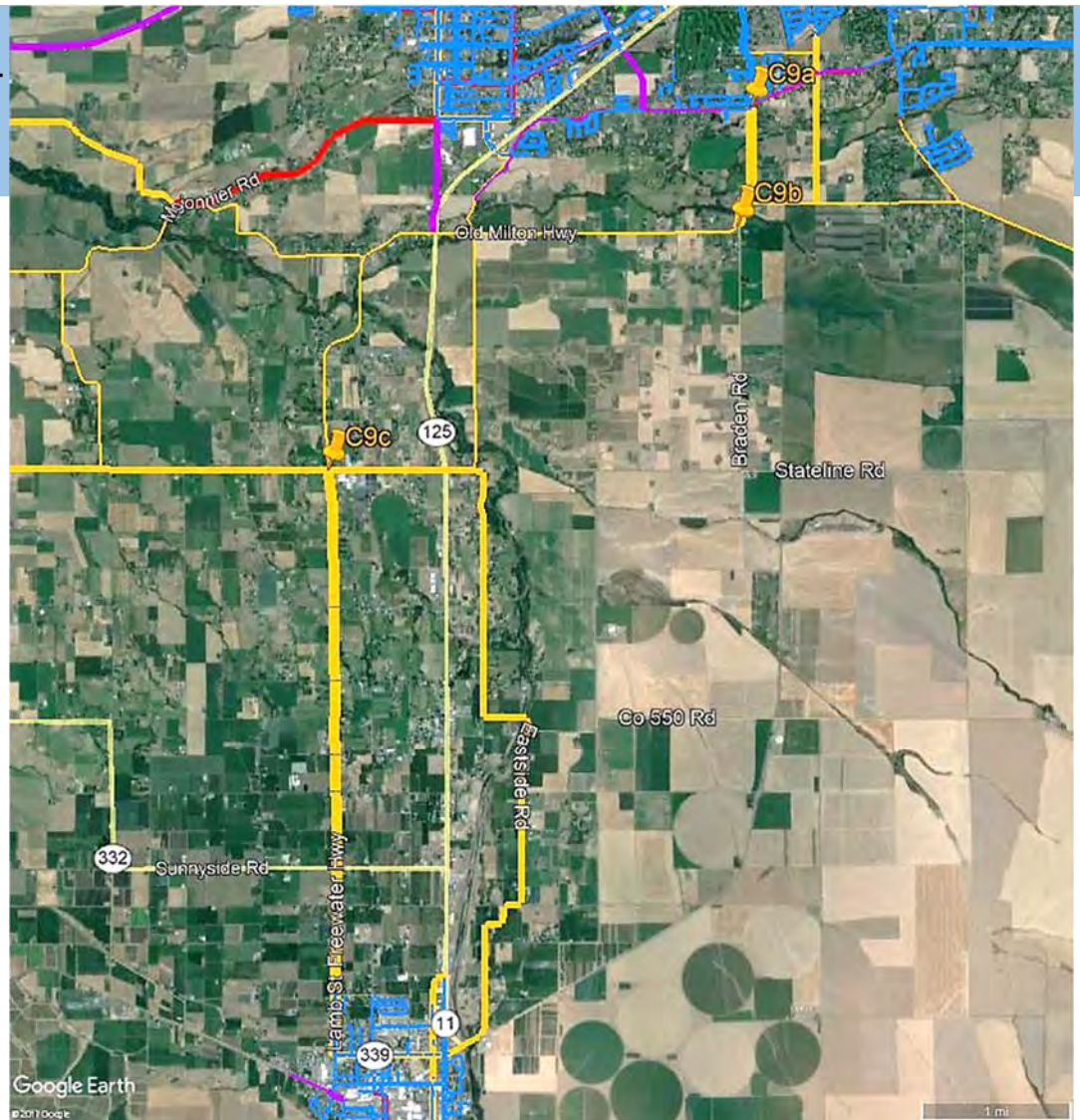
Long-term; [Widening of shoulders may be considered for a later phase]

Provides Connections to –

Frog Hollow (W2), Stateline (W3), and Cottonwood (E4)

Potential Challenges

Current safety concerns - Section C9a consists of narrow roadway and bridge, limited sight distance, and steep cut slopes



Community Connection 5 – Prescott and Waitsburg

Route ID

C5

Type

Bike Route on Shared Road

Surface

Paved and Gravel (Lower Whetstone)

Use

Bike

Length

9.5 miles

Elevation Range

1,093 to 1,405ft
312-ft difference

Acreage

n/a

Termini

46.313701°/-118.286500°
46.273008°/-118.154979°

Managing Agency(ies)

Columbia County;
Walla Walla County

Current Status and Condition

Bike route on shared roadway - connecting the cities of Prescott and Waitsburg (using Lower Whetstone, McKay Alto, and Bolles)

Proposed Improvements

C5b and C5e - No major improvements proposed at this time; add signage throughout to emphasize shared use; C5a (Lower Whetstone Road) - Realign, wide, and chip seal gravel road; C5c (McKay Alto in Columbia County) - Realign portions of road and widen; C5d (McKay Alto in Walla Walla County) - Widen portions of road

Estimated Cost

C5a - \$1,100,000; C5c - \$300,000; C5d - \$800,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

Lyons Ferry (R1) and Walla Walla (C6 and C7) - via intermediate connections

Potential Challenges

Current safety concerns - entire route consists of narrow roadways with limited sight distance and steep cut/fill slopes



Community Connection 1 – Dayton and Starbuck

Route ID

C1

Type

Bike Route on Shared Road

Surface

Paved and
Gravel (Weinhard)

Use

Bike

Length

20.3 miles

Elevation Range

637 to 2,187ft
1,550-ft difference

Acreage

n/a

Termini

46.321442°/-117.990513°
46.517706°/-118.128643°

Managing Agency(ies)

Columbia County

Current Status and Condition

Bike route on shared roadway - connecting the City of Dayton and the Town of Starbuck (using Weinhard, Thorn Hollow, Whestone, and Kellogg Hollow)

Proposed Improvements

C1b - No major improvements proposed at this time;

C1a (Weinhard Road) - Reconstruct to widen and pave gravel road; C1c (Whetstone Road) - Realign portion of road and widen;

C1d (Kellogg Hollow) - Realign portion of road and widen; add signage throughout to emphasize shared use

Estimated Cost

C1a - \$1,847,000; C1c - \$650,000; C1d - \$10 million

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

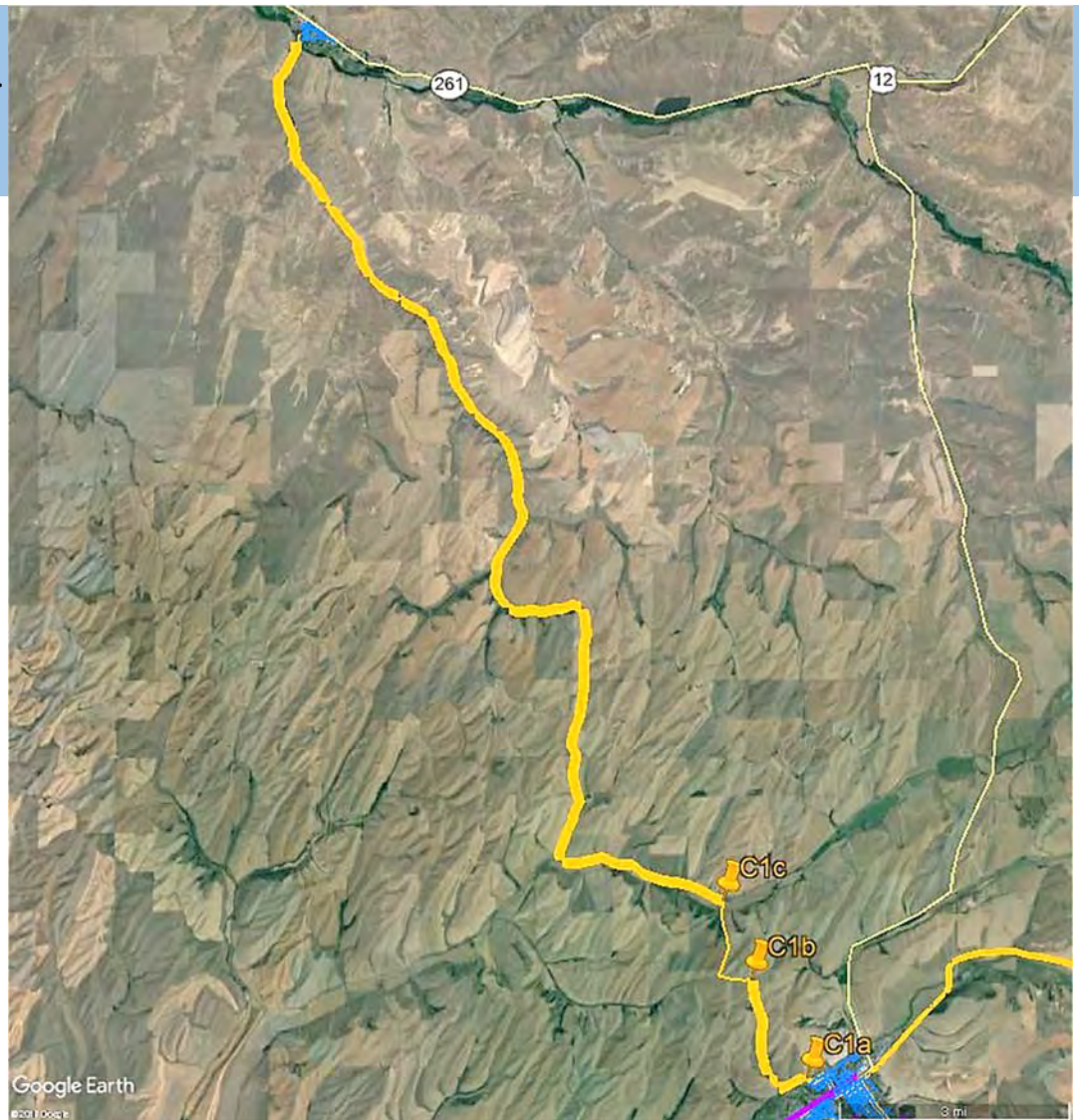
Long-term

Provides Connections to –

Waitsburg (C3), W.T. Wooten Wildlife Area (F1), and Umatilla National Forest (F2)

Potential Challenges

Current safety concerns - Sections C1a, c, and d are narrow roadways with limited sight distance and steep cut/fill slopes



West Bike Route 2 – Frog Hollow, Gardena

Route ID

W2

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike, Walk (Walnut Street only)

Length

16.2 miles

Elevation Range

424 to 719ft
295-ft difference

Acreage

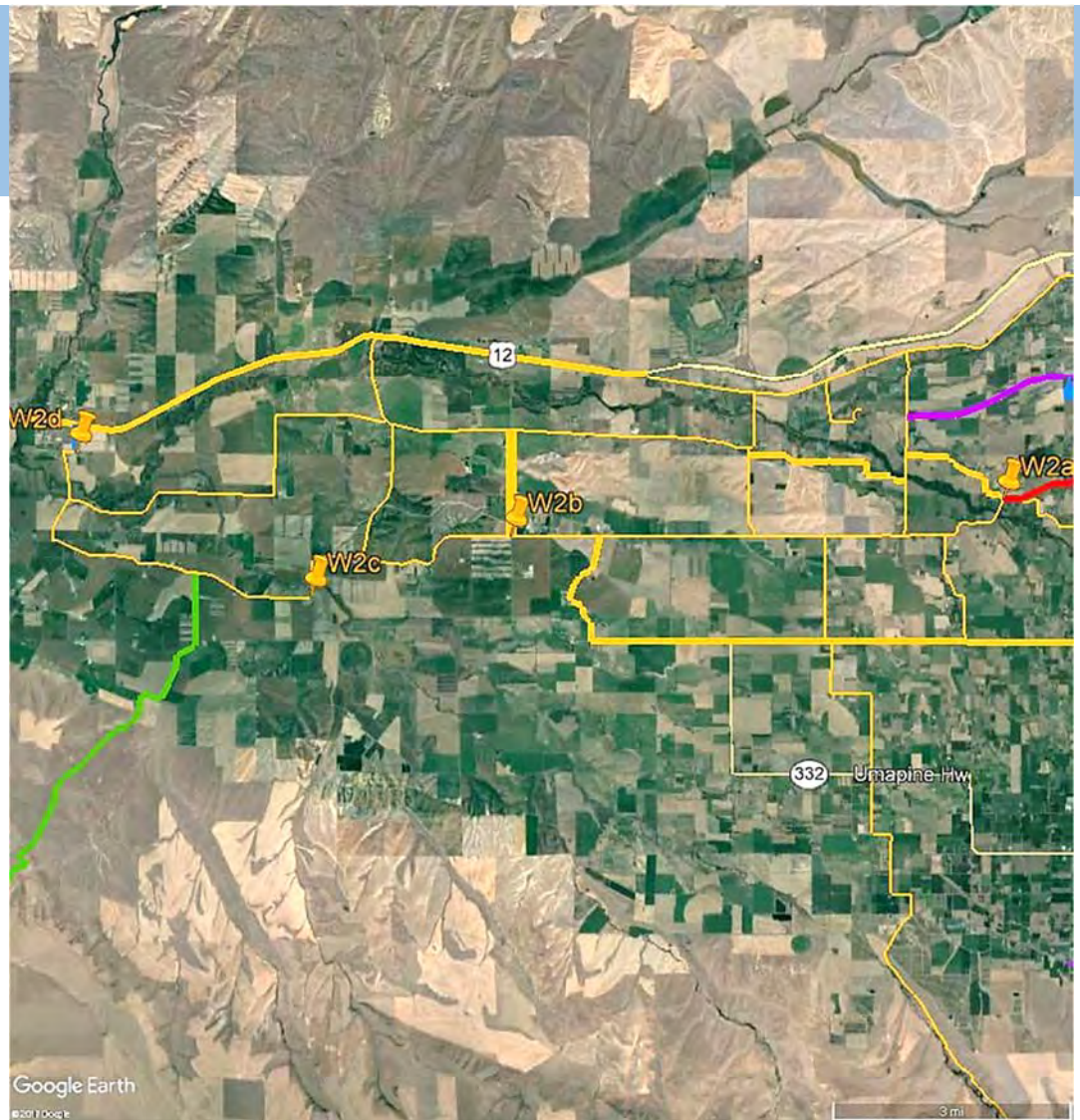
n/a

Termini

46.026709°/-118.425434°
46.040295°/-118.669216°

Managing Agency(ies)

Walla Walla County



Current Status and Condition

Popular east-west bike route on shared roadway - west of College Place and Walla Walla between Mojonner Road and Touchet Gardena Road (using Frog Hollow, Gardena, Touchet Gardena, McKay, and Walnut; McDonald Road connects to W1)

Proposed Improvements

W2a and W2c - No major improvements proposed at this time;

W2b (McDonald Road) - Realign, widen, chip-seal road and add signage; W2d (Walnut Street) - Widen road and add sidewalk

Estimated Cost

W2b - \$100,000; W2d - \$600,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Long-term

Provides Connections to –

Old Milton Highway (C9) to Milton-Freewater via Bussell Road (W1); Detour Road (W1) via McDonald Road; and future Heritage Route (R2)

Potential Challenges

Current safety concerns – entire route consists of narrow roadways with limited sight distance and steep cut slopes

West Bike Route 1 – Mission, Stovall, Detour

Route ID

W1

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

15.4 miles

Elevation Range

438 to 738ft
300-ft difference

Acreage

n/a

Termini

46.021465°/-118.398910°
46.026688°/-118.671019°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Popular east-west bike route on shared roadway - west of College Place and Walla Walla between Old Milton Highway and Touchet Gardena Road (using Bussell, Mission, Last Chance, Stovall, Forest, Detour, Barney, and Sand Pit)

Proposed Improvements

W1a, W1c, and W1e - No major improvements proposed at this time

W1b (Mission Road) and W1d (Stovall Road) - Realign portions of road and widen; add signage to emphasize shared use

Estimated Cost

\$2,100,000

Source of Funding

U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

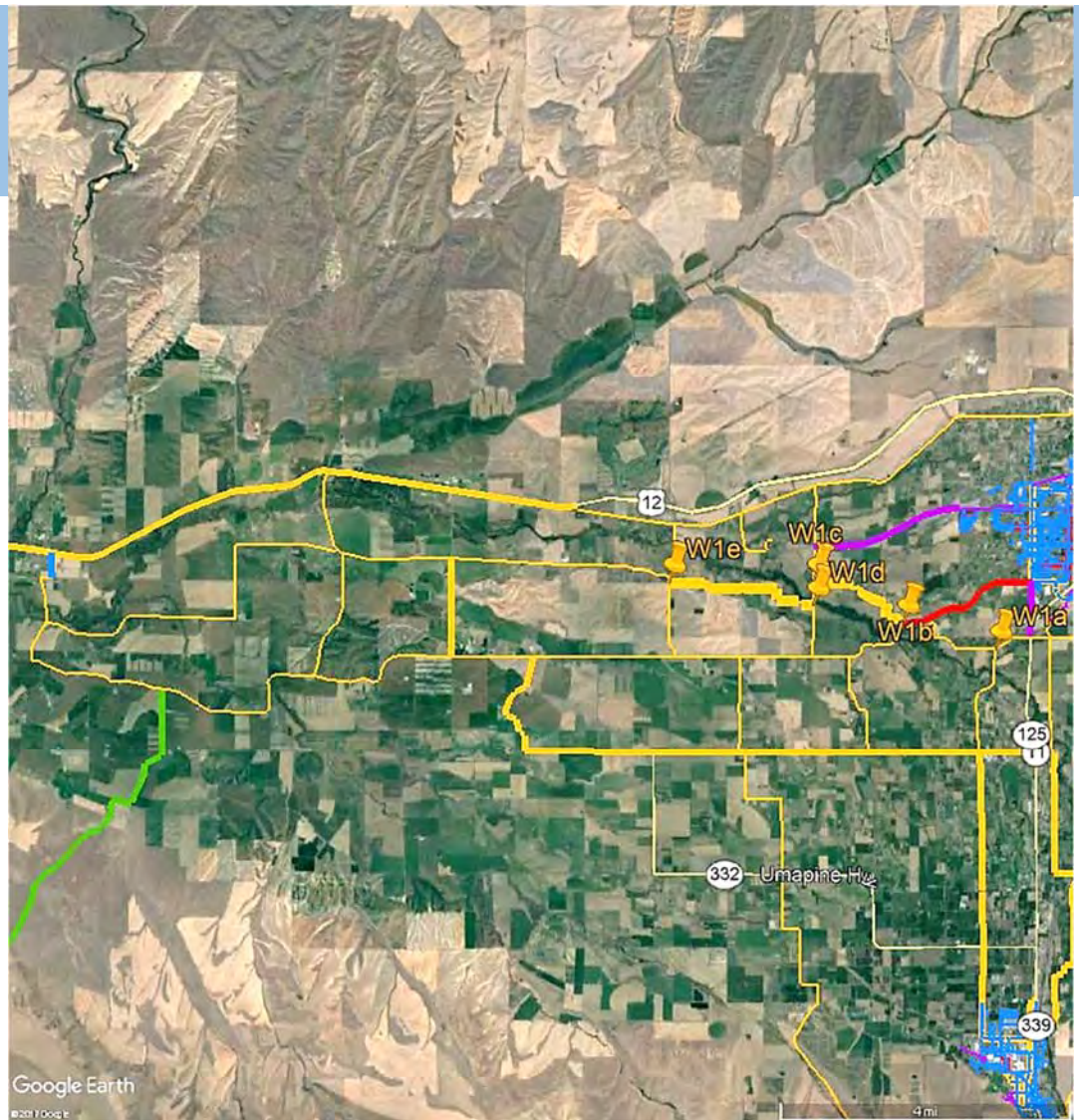
Long-term

Provides Connections to –

Future Heritage Route (R2) and Old Milton Highway (9) to Milton-Freewater

Potential Challenges

Current safety concerns – entire route consists of narrow roadways with limited sight distance and steep cut slopes



Additional Projects of Regional Significance

The following key components of the regional non-motorized trails and transportation do not fit with the short- or long-term implementation time frame specified. However, as they represent key components, they are specifically listed for record retention purposes, as well as for subsequent consideration of additional improvements.

Name	Route ID	Use	Length (miles)	Cost (\$)	Time Frame
West Whitman Drive - Multi-Use Path	W4	Walk, Bike	2.1	\$1,888,000	Funded
Community Connection 11 - Milton-Freewater Cemetery Loop	C11	Bike	5.4		Existing
Northside of Highway 12 - Multi-Use Path B	W5b	Walk, Bike	1.6		Existing
East Bike Route 1 - 5-Mile	E1	Bike	2.7		Existing
Community Connection 8 - Milton-Freewater and Walla Walla	C8	Bike	13.4		Existing
Heritage Route - Long-Term Vision	R2	Bike	27.8		Vision - Long-term

West Whitman Drive – Multi-Use Path

Route ID

W4

Type

Multi-Use Path

Surface

Paved

Use

Walk, Bike

Length

2.1 miles

Elevation Range

652 to 746ft

94-ft difference

Acreage

n/a

Termini

46.041876°/-118.450976°

46.049307°/-118.409477°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Grant-funded project (awarded in 2017) – new

Proposed Improvements

Construct separate multi-purpose path; widen adjacent roadway and pave shoulders

Estimated Cost

\$1,888,000

Source of Funding

WSDOT Pedestrian and Bicycle Program

Anticipated Time of Implementation

Funded – Short-term

Provides Connections to –

At eastern terminus – existing multi-use path with connections to various routes in College Place



Community Connection 11 – Milton-Freewater Cemetery Loop

Route ID

C11

Type

Bike Route on Shared Road

Surface

Partial gravel

Use

Bike

Length

5.4 miles (not including F5)

Elevation Range

1,066 to 1,560ft
494-ft difference

Acreage

n/a

Termini

45.927439°/-118.383044°
45.902032°/-118.336807°

Managing Agency(ies)

Milton-Freewater;
Umatilla County

Current Status and Condition

Bike route on shared roadway (using Cemetery, Spofford, and portions of Walla Walla River Road [F5])

Proposed Improvements

No major improvements proposed at this time

Estimated Cost

\$0

Source of Funding

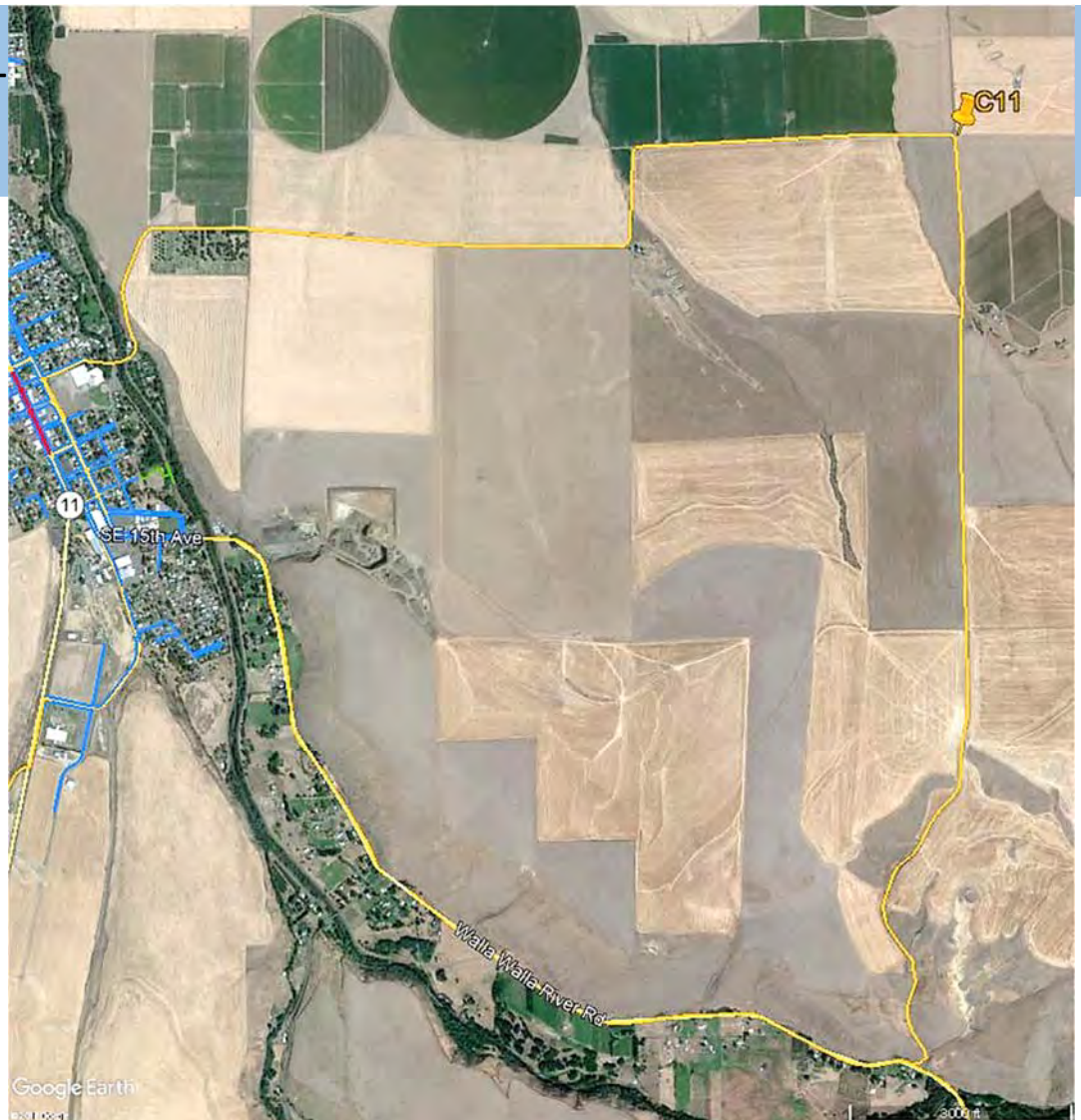
n/a

Anticipated Time of Implementation

n/a

Provides Connections to –

National Forest (F5)



Northside of Highway 12 – Multi-Use Path B

Route ID

W5b

Type

Multi-Use Path

Surface

Paved

Use

Walk, Bike

Length

1.6 miles

Elevation Range

960 to 1068 ft
108-ft difference

Acreage

n/a

Termini

46.075651°/-118.339760°
46.082092°/-118.309862°

Managing Agency(ies)

City of Walla Walla (maintenance);
Washington State Department of Transportation (ownership)

Current Status and Condition

Existing; needs regular maintenance

Proposed Improvements

No major improvements proposed at this time
As needed – continue maintenance; place/replace wayfinding signage

Estimated Cost

[Formalized volunteer coordination is being developed to assist with maintenance activities]

Potential Source of Funding

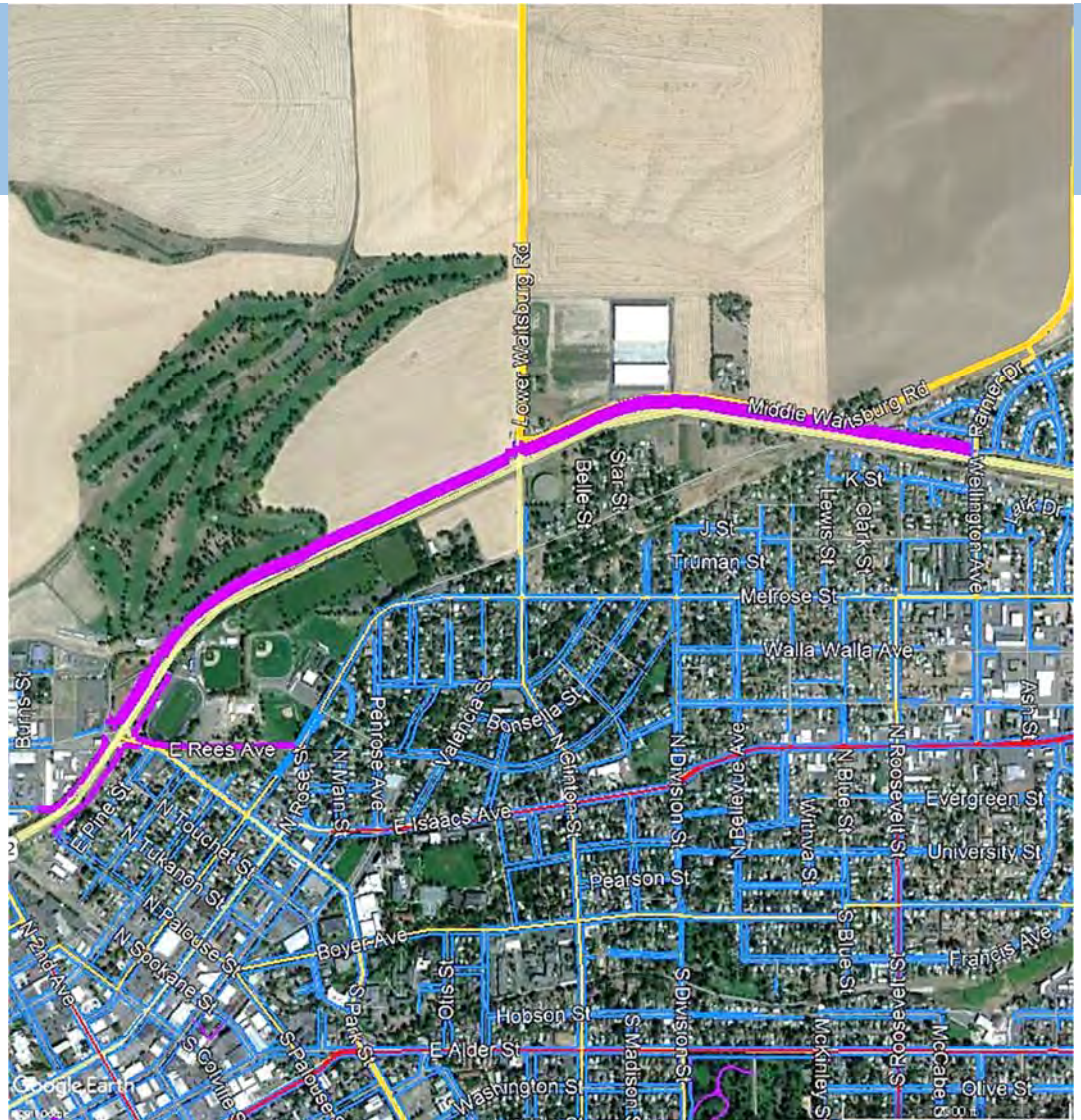
[As needed: U.S. DOT Surface Transportation Block Grant, WSDOT Pedestrian and Bicycle Program Funding]

Anticipated Time of Implementation

Ongoing

Provides Connections to –

Provides connection to existing multi-use paths west of location; will also connect to the proposed multi-use path along E Rees Ave. near the Memorial Pool



East Bike Route 1 – 5-Mile

Route ID

E1

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

2.7 miles

Elevation Range

1,344 to 1,608ft

264-ft difference

Acreage

n/a

Termini

46.087671°/-118.233601°

46.051713°/-118.214057°

Managing Agency(ies)

Walla Walla County

Current Status and Condition

Popular east-west bike route on shared roadway - east of Walla Walla between Mill Creek Road and Scenic Loop Road/
Russell Creek Road

Proposed Improvements

No major improvements proposed at this time

Estimated Cost

\$0

Source of Funding

n/a

Anticipated Time of Implementation

n/a

Provides Connections to –

Walla Walla to National Forest (F4) and Russell Creek (E3)

Potential Challenges

Current safety concerns - narrow roadway with limited sight distance and steep cut slopes



Community Connection 8 – Milton-Freewater and Walla Walla

Route ID

C8

Type

Bike Route on Shared Road

Surface

Paved

Use

Bike

Length

13.4 miles (not including W2)

Elevation Range

653 to 1,473ft
820-ft difference

Acreage

n/a

Termini

46.020064°/-118.472297°
45.923091°/-118.380077°

Managing Agency(ies)

Milton-Freewater; Umatilla
County; Walla Walla County
Oregon Department of Transportation

Current Status and Condition

Bike route on shared roadway - connecting the cities of Milton-Freewater and Walla Walla (using portion of Frog Hollow (W2) route, Locher, Staline, Burggraaf, Fruitvale, Edwards, Phillips, County, Lower Dry Creek, Highway 11, Sykes, and Main)

Proposed Improvements

No major improvements proposed at this time; signage to emphasize shared use should be considered

Estimated Cost

\$0

Source of Funding

n/a

Anticipated Time of Implementation

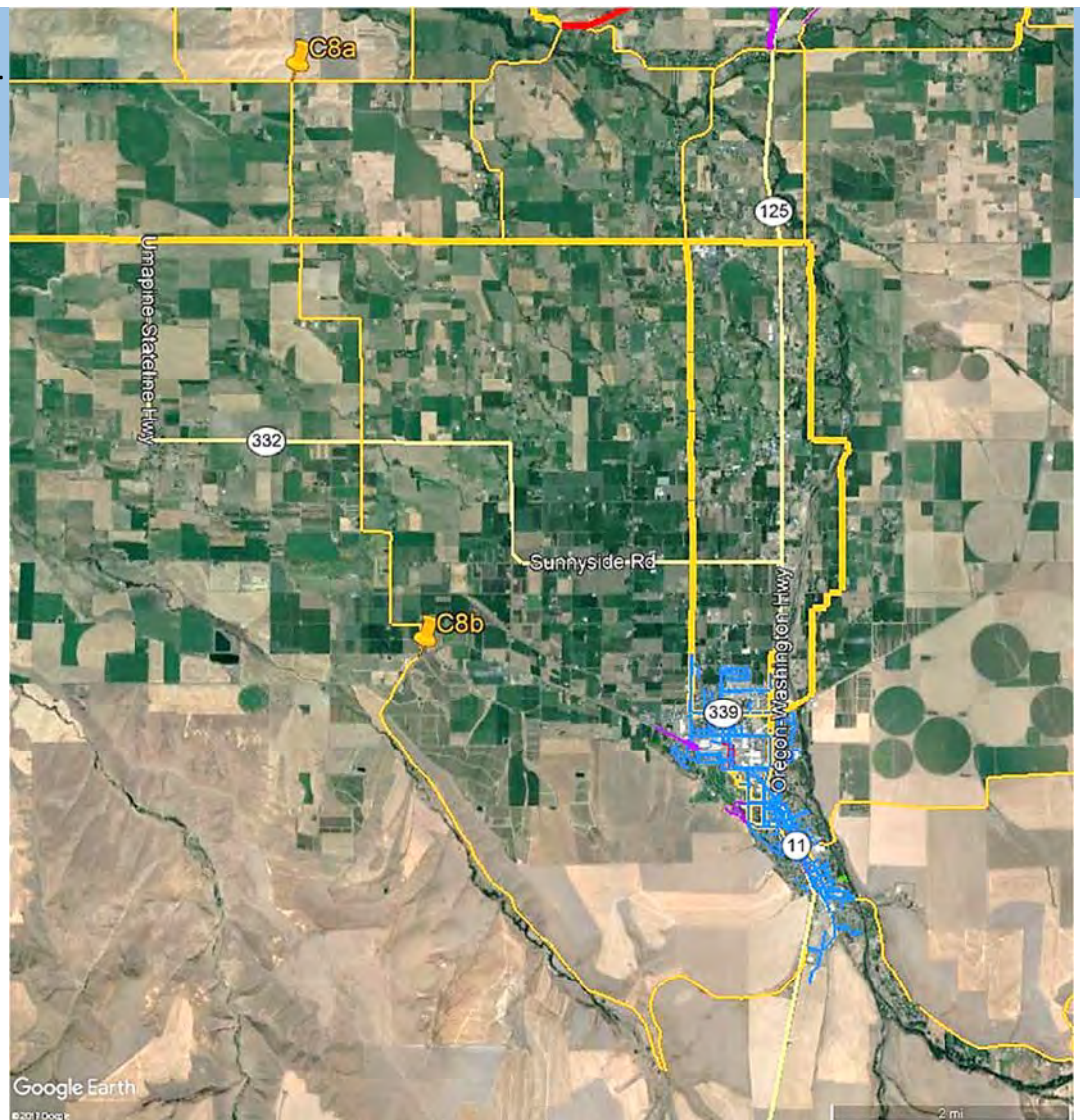
[Widening of shoulders may be considered for a later phase]

Provides Connections to –

Frog Hollow (W2), Stateline (W3), and National Forest (F5)

Potential Challenges

Current safety concerns - Lochner Road (C8a) is a narrow roadway with limited sight distance and steep cut slopes; Lower Dry Creek Road (C8b) crosses rail tracks in multiple locations; Highway 11 has limited shoulders and high speeds



Heritage Route – Long-Term Vision

Route ID

R2

Type

Bike Route on Shared Roadway

Surface

Paved

Use

Bike

Length

27.8 miles

Elevation Range

359 to 869 ft
510-ft difference

Acreage

n/a

Termini

46.058958°/-118.910000°
46.068391°/-118.370447°

Managing Agency(ies)

Walla Walla County;
Washington Department of Transportation

Current Status and Condition

R2a - existing shared road; R2b - proposed – long-term vision

Proposed Improvements

R2a and R2b - No major improvements proposed at this time

Estimated Cost

\$0

Source of Funding

n/a

Anticipated Time of Implementation

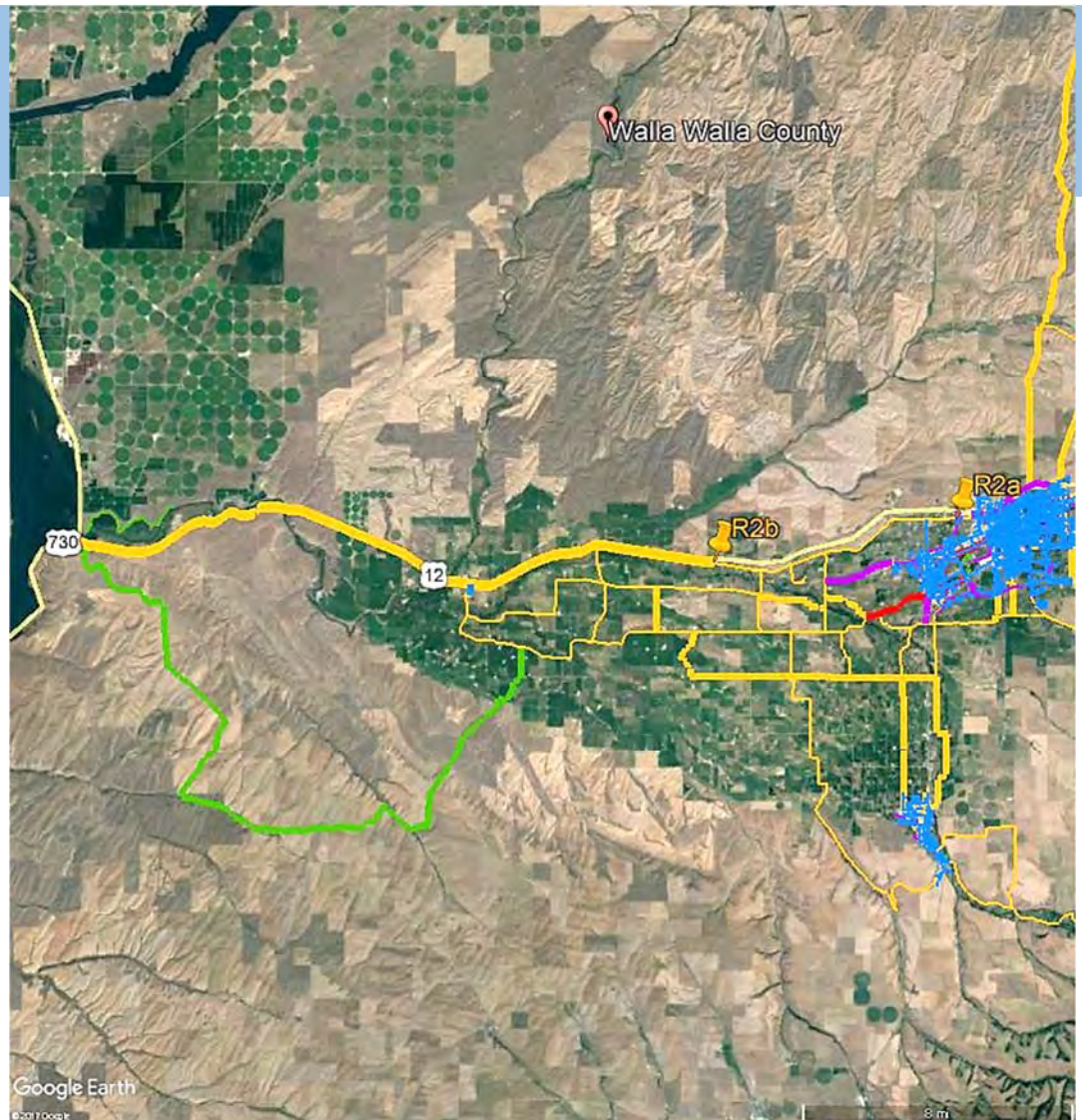
Long-term Vision

Provides Connections to –

Several historic sites, including Whitman Mission, Frenchtown, and Madame Dorion Park between Walla Walla, College Place, and the Columbia River

Potential Challenges

Implementation is dependent on Highway 12 construction on a new alignment (Phase 7 [funded] and Phase 8 [unfunded])



Walla Walla Valley Metropolitan Planning Organization
and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO)
A Resolution Approving the Blue Mountain Region Trails Plan
for Active Transportation and Recreation Planning Purposes

RESOLUTION NO. 01-2018

WHEREAS, the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is the federal-designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization and has the responsibility for developing and adopting a transportation plan for each organization; and

WHEREAS, the WWVMPO/SRTPO recognizes the important impact of recreational trails and active transportation, such as walking and biking, on the quality of life for the residents in the Blue Mountain Region; and

WHEREAS, the importance of sound planning in order to effectively meet active transportation and trail recreation needs of the region's citizens is understood; and

WHEREAS, the WWVMPO/SRTPO has collaboratively worked with local, regional, state, and federal jurisdictions and agencies in a collaborative planning process; and

WHEREAS, in order to provide interested parties, groups, and individuals the ability to be involved in the plan development, the WWVMPO/SRTPO has made draft materials available for public review, has conducted informational workshops and made other efforts to engage the public, and has made information related to the plan development available on the project's website; and

WHEREAS, the need for additional sidewalk, bike route, and trail connections was expressed by the public; and


WHEREAS, the Blue Mountain Region Trails Plan addresses regionally-significant non-motorized transportation and trail deficiencies and opportunities, and recommends implementation of appropriate improvements for its planning area.

NOW, THEREFORE, BE IT RESOLVED that the WWVMPO/SRTPO Policy Board adopts the Blue Mountain Region Trails Plan as its official active transportation and trails plan, to guide the implementation of a regionwide non-motorized transportation and trails network.

BE IT FURTHER RESOLVED that the Blue Mountain Region Trails Plan be submitted to the Oregon Parks and Recreation Department and the Washington Recreation and Conservation Office to establish grant eligibility for the WWVMPO/SRTPO members covered by this cooperative plan.

PASSED AND APPROVED this 7th day of February, 2018.

Signed:



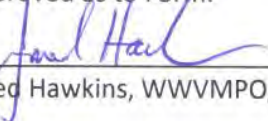
Richard (Dick) Fondahn, Chair
WWVMPO/SRTPO Policy Board

Attested:



Andrea Weckmueller-Behringer, Executive Director
WWVMPO/SRTPO

Approved as to Form:



Jared Hawkins, WWVMPO/SRTPO Legal Counsel

Resolution 2018-01

A Resolution Approving the Blue Mountain Regional Trails (BMRT) Plan for Active Transportation and Recreation Planning Purposes

WHEREAS, the Palouse RTPO is the state-designated Regional Transportation Planning Organization (RTPO) for the Palouse region and has the responsibility for developing and adopting various region-wide transportation plans to bolster local and regional transportation planning efforts for state and local partner agencies;

WHEREAS, the planning boundaries for the RTPO, referred to as the "regional planning area" and the "region" under state law, are the boundaries of Asotin, Columbia, Garfield and Whitman Counties in Washington State.

WHEREAS, Palouse RTPO recognizes the important impact of recreational trails and active transportation, such as walking and biking, on the quality of life for the residents in the Region;

WHEREAS, the importance of sound planning in order to effectively meet active transportation and trail recreation needs of the region's citizens is understood;

WHEREAS, the Palouse RTPO in coordination with WWVMPO/SRTPO has collaboratively worked with local, regional, state, and federal jurisdictions and agencies in this collaborative planning process; and

WHEREAS, in order to provide interested parties, groups, and individuals the ability to be involved in the plan development, the Palouse RTPO and WWVMPO/SRTPO has made draft materials available for public review, PRTPO has participated in informational workshops and made other efforts to engage the public, and has made information related to the plan development available on the project's website; and

NOW, THEREFORE, BE IT RESOLVED that the Palouse RTPO Policy Board adopts the Blue Mountain Region Trails Plan as one of its active transportation and trails plan study, which includes one county of the RTPO region.

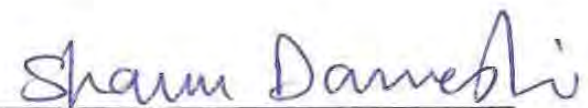
The Blue Mountain Regional Trail Study, as attached herein, is hereby approved.

Adopted 17 January 2018

Signed:



Robert Ward, Palouse RTPO Policy Board Chair



Shaun Darveshi, PRTPO Director

Partner Agencies and Contact Information

Local

CITIES

City of College Place, WA – Jon Rickard, Planning Director
jrickard@ci.college-place.wa.us, 509-394-8524

City of Dayton, WA – (please refer to Columbia County)

City of Milton-Freewater, OR – Laurel Sweeney, City Planner
laurel.sweeney@milton-freewater-or.gov, 541-938-8234

City of Prescott, WA – Steve Heimbigner, Mayor

Town of Starbuck, WA – La Donna Brabant, Council Member

City of Waitsburg, WA – Randy Hinchliffe, Town Administrator
rjhinch@gotvc.net, 509-337-6371

City of Walla Walla, WA – Elizabeth Chamberlain, Development Services Director
echamberlain@wallawalla.gov, 509-524-4710

COUNTIES

Columbia County, WA – Meagan Bailey, Planning Director
meagan_bailey@co.columbia.wa.us, 509-382-4676

Umatilla County, OR – Bob Waldher, Land Use Planning Director
robert.waldher@umatillacounty.net, 541-278-6251

Walla Walla County, WA – Tom Glover, Community Development Director
tglover@co.walla-walla.wa.us, 509-524-2610

Partnership for a Greater Burbank – Ethan Janke

Columbia County Health Department – Martha Lanman, Administrator
martha_lanman@co.columbia.wa.us, 509-382-2181

Umatilla County Health Department – Robert Rankin
robert.rankin@umatillacounty.net, 541-278-5432

Walla Walla County Department of Community Health – Meghan DeBolt, Dept. of Community Health Director
mdebolt@co.walla-walla.wa.us, 509-524-2650

PORTS

Port of Columbia, WA – Jennie Dickinson, Manager
jennie@portofcolumbia.org, 509-382-2577

Port of Umatilla, OR – Kim Puzey, Executive Director
kimpuzey@uci.net, 541-922-3224

Port of Walla Walla, WA – Pat Reay, Executive Director
pr@portwallawalla.com, 509-525-3100

Regional

Community Council – Mary Campbell, Executive Director
director@wwcommunitycouncil.org, 509-540-6720

Palouse Regional Transportation Planning Organization – Shaun Darveshi, Transportation Planning Director
shaun@palousertpo.org, 509-339-7100

Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization –
Andrea Weckmueller-Behringer, Executive Director
abehringer@wwvmpo.org, 509-876-8002

State

Oregon Department of Transportation – Teresa Penninger, Program/Planning Manager
Teresa.B.PENNINGER@odot.state.or.us, 541-963-1344

Washington Department of Fish and Wildlife – Kari Dingman, Assistant Wildlife Area Manager
Kari.dingman@dfw.wa.gov, 509-843-1530

Washington Parks and Recreation Commission – Audra Sims, Blue Mountain Area Manager
Audra.Sims@PARKS.WA.GOV, 509-337-6457

Washington State Department of Transportation – Paul Gonseth, Planning Engineer
GonsetP@wsdot.wa.gov, 509-577-1630

Federal

National Park Service - Rivers, Trails, and Conservation Assistance – Dan Miller, NPS – RTCA Project Manager
dan_miller@nps.gov, 360-816-6232 or 509-281-1100

National Park Service - Whitman Mission National Historic Site – Timothy Nitz, Superintendent
timothy_nitz@nps.gov, 509-522-6360

US Army Corps of Engineers – Chris Alford, Recreation Specialist
chris.h.alford@usace.army.mil, 509-527-7133

US Department of Agriculture - Forest Service – Larry Randall, Recreation Program Manager
lrandall@fs.fed.us, 509-522-6276

US Fish and Wildlife Service – Denise McInturff, Visitor Services
denise_mcinturff@fws.gov, 509-546-8332

Tribal

Confederated Tribes of the Umatilla Indian Reservation – J. D. Tovey, Planning Director
JDTovey@ctuir.org, 541-276-3099

Private/Business Interests

Bluewood Ski Resort – Kim Clark, General Manager
kim@bluewood.com, 509-382-4725

Waitsburg Commercial Club – Joy Smith, President
joyofantiques@msn.com, 509-539-8773

Appendices

Trail Use Etiquette

The following multi-use trail guidelines provide general guidance that may need to vary based on specific location and current condition. The guidelines should not be considered all-inclusive; please consult your trail user group resources for additional tips about appropriate etiquette.

General – All Trail Users

- Stay to the right of the trail, except when passing others
- Hikers, runners, and bikers should yield to horseback riders
- Bikers should yield to hikers and runners
- Downhill traffic should yield to uphill traffic
- Move off the trail when letting others pass
- Hikers, runners, and bikers should step off the trail to the downhill side and talk quietly to horseback riders as they pass
- When approaching others from behind, give a friendly greeting to let others know you are coming
- Stay on designated trails
- Pack out what you pack in – leave no trace
- When on a trail in an area used for hunting, wear **bright orange** during hunting season



Hikers & Runners

- Always yield to horseback riders and speak calmly as they pass
- When hiking or running in a group, move single-file and stay on the trail
- It is generally preferable for a single hiker or runner to yield and step safely to the side to allow a group to pass on the trail
- Hikers or runners going uphill have the right of way to other hikers and runners

Bicyclists

- Ride your bike at a safe and controlled speed, and ride single file in a group
- Always yield to hikers, runners, and horseback riders
- Make your presence known at corners or blind spots on the trail by calling out, and also announce if there are other bikers in the group
- Never pass a horseback rider from behind; call out that you want to pass, so the rider can turn the horse around to face the bike and give the okay to pass
- Bikers going uphill have the right of way to other bikers

Horseback Riders

- Ride your horse at a safe and controlled speed, and ride single file in a group
- Let other trail users know when it is safe to pass your horse
- Always speak when approaching other trail users, so your horse remains calm
- Trail leaders of a group should pace the ride to the slowest horse
- Avoid running up on other horses; it can excite the younger horses
- Give a verbal or hand signal to your group when you are slowing
- Train your horse to relieve itself off to the side of the trail, otherwise move the manure to the side or clean up completely

Shared Roadway Use Etiquette

The following shared roadway guidelines provide general guidance that may need to vary based on specific location and current condition. The guidelines should not be considered all-inclusive.

Pedestrians

- Walk *against* the flow of traffic and stay off the travel lane
- Wear reflective or brightly colored clothing – remember that dark clothing makes you invisible at night
- Make eye contact with nearby motorists before crossing the road
- Yield to vehicles when crossing a roadway at any point other than a crosswalk

Bicyclists

- Ride *with* the flow of traffic and travel in a straight line relative to the travel lane
- Follow the same rules as a motor vehicle driver
- Wear reflective or brightly colored clothing – be visible
- Use head and tail lights at night
- Signal turns ahead of time – ride predictably
- Avoid stopping on corners or hillcrests of the roadway

Drivers

- Pedestrians have the right-of-way at marked and unmarked crosswalks
- Only pass bicycles or pedestrians when there is sufficient room to do so safely (5 feet recommended)
- Before turning, look over your shoulder to be aware of pedestrians and let approaching bicycles continue straight or turn first
- Cyclists are allowed to take up a traffic lane and are legally permitted to ride side-by-side in a single lane
- Before opening your car door when parked parallel to a roadway, look for bicycles behind you
- Do not honk unnecessarily at cyclists, since it may startle them and cause an accident
- Be alert for debris, large potholes, or other hazards as cyclists will likely need to avoid these hazards and may move from one side of the travel lane to the other
- Be aware that bicycles do not always trigger traffic lights and Oregon and Washington State “dead red” laws allow them to proceed through an inoperative and/or malfunctioning light after a reasonable amount of time

Volunteer-based Trail Maintenance

The establishment of an umbrella agency, responsible for contracting with various jurisdiction as well as organizing and training volunteers for needed trail maintenance, is currently being investigated.

Details will be shared once formalized.

Project Meetings: Agendas and Summaries

In this final appendix of the *Blue Mountain Region Trails Plan*, the following meeting documentation is included.

Stakeholder Meetings

- November 16, 2016 – Agenda and Summary
- January 17, 2017 – Agenda (outreach materials review meeting – no summary was produced)
- February 7, 2017 – Agenda and Summary
- March 7, 2017 – Agenda and Summary
- April 19, 2017 – Agenda and Summary
- May 10, 2017 – Agenda and Summary
- July 12, 2017 – Agenda and Summary
- September 25, 2017 – Agenda and Summary
- October 30, 2017 – Agenda and Summary
- December 14, 2017 – Agenda and Summary
- January 8, 2018 – Agenda

Steering Committee Meetings

- December 12, 2016 – Topics
- January 5, 2017 – Topics
- January 9, 2017 – Topics
- January 19, 2017 – Topics
- August 30, 2017 – Topics
- September 12, 2017 – Topics

Sidewalk & Bike Route Analysis Methodology Meeting

- March 16, 2017 – Agenda and Summary, and resulting Needs Overlay Map

Jurisdictional Meetings

- 1st Workshop Public Input Map - shared with jurisdictions as part of each meeting
- Bluewood Ski Resort
- Burbank
- Confederated Tribes of the Umatilla Indian Reservation
- College Place
- City of Dayton - Town of Starbuck - Columbia County - Port of Columbia
- City of Milton-Freewater - Umatilla County - Oregon Department of Transportation
- City of Prescott
- City of Waitsburg
- City of Walla Walla - Washington State Department of Transportation
- Walla Walla County
- Port of Walla Walla
- National Park Service - Whitman Mission Historic Site
- Washington State Parks and Recreation Commission
- Washington Department of Fish and Wildlife
- Washington Department of Transportation
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture - Forest Service

Stakeholder Meetings

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

November 16, 2016

1:15 p.m. to 3:15 p.m.

Columbia REA Community Room – 2929 Melrose St, Walla Walla

AGENDA

A. Welcome and Introduction of Attendees

B. Project Overview – Handout A

1. The “Who” – NPS Project Manager, Key Partners, and Stakeholders
2. The “What-When-Why-How” – Regional Network of Non-Motorized Transportation and Trails
3. Compliance with Planning Requirements for grants from the Washington Recreation and Conservation Office and the Oregon Parks & Recreation Department

C. Timeline and Major Milestones – Handout B

1. Internal Preparation – 8 weeks
2. Stakeholder Review and Initial Public Outreach Workshop – 5 weeks
3. Analysis of Workshop Findings and Feedback – 15 weeks
4. Network Function and Design – 17 weeks
5. Drafting of Blue Mountain Regional Trails Plan – 14 weeks
6. Local Entity Review and Adoption – 8 weeks

D. Activities to Accomplish by January 2017 – Handout C

1. Compile existing and planned infrastructure information in map-able format.
2. Identify and engage additional stakeholders; identify and inform user groups and interested parties of regional planning effort to enlist their assistance.
3. Find venues and prepare for initial round of public workshops.
4. Decide on a logo for marketing purposes.

E. Coordination of Region-Wide Mapping Activities

1. Determine agency-specific spatial analysis and map production capabilities or needs.
2. Share responsibilities for workshop materials and maps.

F. Coordination of Region-Wide Web Presence

1. Determine agency-specific web capabilities.
2. Explore creation of centralized link hub and decentralized repositories.

G. Project Progress Support

1. Discuss Need for a Steering Committee.
2. Bi-weekly stakeholder feedback and peer support sessions.
3. Creation of a Communication Hub and Associated Logistics.
4. Monthly reporting to NPS project manager.
5. Necessity and timing of large group meetings.

Key partners = co-applicants

Stakeholders = jurisdictional entities & co-applicants

User groups = groups already in existence/already using trails, etc.

Interested parties = groups/individuals who are interested in the project and/or can help us get the word out

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

November 16, 2016 - Meeting Summary

Present: Greg Abramson, Jon Campbell, Elizabeth Chamberlain, Erendira Cruz, Elaine Dawson, Mike Denny, Clara Dickinson-McQuary, Tom Glover, Randy Hinchliffe, Brad McMasters, Dan Miller, Kevin Mills, Brett Morse, Timothy Nitz, Teresa Penninger, Jon Rickard, Mike Rizzitiello, Karen Scharer, Michele Smith, Taylor Smith, Laurel Sweeney, Michael Swenson, Brandon Valle, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Catherine Veninga

After everyone introduced themselves, Mary Campbell provided background information on the development of the project. The goal is to develop a plan for a transportation and recreation network of *non-motorized* trails, in accordance with the recommendation of the *Enhancing Outdoor Recreation Opportunities* Study Report. It is important to note however, that the network may well connect to and overlap with trails that allow for motorized use.

Andrea provided an overview of the process moving forward, and emphasized the importance of developing a plan that is in compliance with other planning processes (e.g., comprehensive planning) and particularly certain planning requirements, so that the plan will make participating stakeholders eligible for a variety of grant opportunities. She noted that the purpose of this planning effort is to be in a position to submit an adopted plan to the Washington Recreation and Conservation Office (RCO) by March 1, 2018, to take advantage of biennial, competitive funding for capital development. The Oregon Parks & Recreation Department (OPRD) also provides annual, competitive grant opportunities.

Andrea reviewed the timeline for developing the plan, and highlighted critical points:

- The first set of public meetings is scheduled for the week of **January 30- February 2, 2017**. The evening meetings (5:30-7:30 pm) will be held in Burbank, Dayton, Milton-Freewater, and Walla Walla (specific dates for each location to be determined). At that meeting, we will provide the public with maps of all the existing trails in the region, and gather input on additional destinations and connections.
- The second set of public meetings will be held in May 2017. At that meeting, data gathered from the first meetings will be incorporated into a conceptual network, which will be presented for feedback.
- The third set of public meetings will take place at the end of summer 2017. At that meeting, the design and function of the network will be presented for final review.
- The time in between public meetings will be used for analysis of possible alignments, environmental constraints (such as critical or protected areas), function and design of desired infrastructure, and creation of complete networks to accommodate multiple users and uses.

For the January meetings:

- Gather Data. In order to be prepared for the January meetings, an inventory of existing relevant infrastructure (pedestrian, sidewalks, bike lanes, bike routes, hiking, horse, multiuse, ADA compliant, etc.) needs to be gathered. This information should be provided as GIS shapefiles to Andrea, who will take the lead in compiling them.

- Andrea emphasized that entities should share only data that can be made public, and asked them to remove proprietary or confidential attributes prior to sharing the shapefiles.
- If an entity has the data in non-GIS format, they can give it to Dan Miller who will digitize it and then send it to Andrea.
- To facilitate data transfer, all entities are asked to immediately put their GIS staff in touch with Andrea.
- Additionally, the group will need to develop a regionally consistent naming convention for all types of relevant infrastructure.
- Entities are also asked to identify and compile major activity centers that are important to connect to.
- Produce Map. Andrea will take the lead on producing the maps. Maps will have to be made at a variety of scales depending upon the part of the region they show. The maps will be printed on a plotter, and Elizabeth Chamberlain offered City of Walla Walla plotting resources.
 - Prior to going public with the information, the stakeholders will reconvene on **January 17, 2017 at 1:15 pm** to review and make any final adjustments to the maps.
- Develop outreach. We want to encourage broad public participation. Especially important are user groups who will likely have information on unofficial routes and alternative connections. Mary has shared a spreadsheet, *RTCA Players* in Google Docs to identify stakeholders, user groups, and interested parties.
- Coordinate Logistics. As soon as possible, we need to identify venues for the meetings in each location. Providing childcare, refreshments, and Spanish translation as needed, will support an inclusive process. Mary will contact Blue Mountain Community Foundation to see if they are willing to provide a grant to support associated costs.

Other topics covered:

- Branding. Mary asked the group if the development of a logo was desired to create a coherent identity for the trail system.
- Web presence. In order to accommodate broad-based outreach and information dissemination, a project web page must be established to drive interested parties to, as well as those who are unable to attend the public meetings in person.
 - The page will include a short description, timeline, map of the study area, FAQ, information about public meetings, and a link to SurveyMonkey to enable the public to provide comments and ask questions. (Dan specifically noted that the FAQ should include that the trails will utilize public lands, public easements, and the land of *willing* private landowners.)
 - Several options were discussed, including the possibility of a stand-alone project site (potentially foundation-funded), use of Educational Institutions, EZ View, Facebook, and others. In the absence of a final decision, Community Council offered to include a page on its website that provides information about the plan's development.
- Steering Committee. To keep the project's momentum, a Steering Committee was formed and the following meeting attendees volunteered: Elizabeth Chamberlain, Tom Glover, Randy Hinchliffe, Brad McMasters, Dan Miller, Laurel Sweeney, and Andrea Weckmueller-Behringer. The Steering Committee will meet bi-weekly to touch base, offer peer support, and solve problems.

Next meeting: Tuesday, January 17, 2017 1:15-3:15, location TBD.

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

January 17, 2017

1:15 p.m. to 3:15 p.m.

Columbia REA Community Room – 2929 Melrose St, Walla Walla

AGENDA

A. Welcome and Introduction of Attendees

B. Report-out on Steering Committee Activities

1. Invitation Flyers (attached)
2. Press Release (attached)
3. Purchase of Domain for Project Website
4. Data Compilation

C. Upcoming Workshop

1. Dates and Locations
2. Workshop Structure
3. Map Mark-up Facilitation – Need for Volunteers
4. Roaming Support – Need Volunteers

D. Workshop Presentation Prep

1. Review of Draft Presentation
2. Host Remarks – Need for Volunteers
3. Venue Set-up – Need for Volunteers

E. Map Review

1. Remaining Data Needs
2. Review Draft Maps for Content and Presentation

F. Ongoing Web Design

1. BlueZoneTrails.org
2. Review of Web Content (attached)

G. Project Support

1. Distribution of Flyers
2. Letters to the Editor
3. Local images for Web, Presentations, and Reports
4. Other items for discussion?

H. Set date for Next Meeting – *Download of Workshop Input and Next Steps*

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

February 7, 2017
1:00 p.m. to 3:00 p.m.
Airport Conference Room – 45 Terminal Loop, Walla Walla

AGENDA

A. Welcome and Introduction of Attendees

B. Report-out on Public Workshops

1. Overview of Comments by Location (attached)
2. Newspaper Articles (attached)
3. Sharing - The Good, the Bad, and the Ugly (each stakeholder gives quick illustration of each)

C. Download - Compilation of Public Feedback

1. Scanning and Transcription of Notes – Volunteers needed
2. Scanning and Digitization of Map Mark-ups – Volunteers requested
3. Follow-up Meetings with Groups and Stakeholders as requested

D. Next Steps - Analysis to be Accomplished Now - Phase 3*

1. Sidewalk need analysis – determine methodology
2. Bike route need analysis – determine methodology
3. “Safe Routes” – overlay
4. Prominent accessibility concerns – overlay
5. Convergence of desired trails and destinations – which trail suggestions merit inclusion
 - a) High importance – finding publicly-owned ‘space’ to locate desired connections

E. Additional Data Needs

1. Related to D.3) – Route Plans from all Washington Elementary Schools/Discussion with Milton-Freewater Schools
2. Related to D.4) – ADA Implementation Plan - Information and Data
3. Related to D.5.a) – Roadway Files with Right-of-way Width OR Parcel and Ownership Data?

F. Set Dates for May Public Workshops

1. Suggested Dates – May 1 through 4 OR May 8 through 11
(FYI – most restrictive academic calendar: semester finals start 5/11; semester ends 5/16)

G. Other Items

1. Need for Spanish Workshops
2. Language regarding ‘solicitation of land owners’, ‘trail use and farming practices’, ‘maintenance’ (attached); Need to be Prepared for Difficult Questions

H. Set date for Next Meeting – *Finalize Phase 3 Activities*

****Phase 3: Analysis of Workshop Findings and Feedback – February through May 2017***

- a. *Key partner and stakeholder staff will analyze desired origin and destination pairs and route options, and use land use and environmental data to determine feasible alignments to prepare a conceptual network.*
- b. *Interested groups and individuals will review the conceptual network and provide input.*

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

February 7, 2017 - Meeting Summary

Present: Greg Abramson, Chris Alford, Jon Campbell, Elizabeth Chamberlain, Erendira Cruz, Elaine Dawson, Mike Denny, Holly Howard, Ethan Janke, Kyle McFarley, Brad McMasters, Dan Miller, Kevin Mills, John Mitchell, Blake Nass, Teresa Penninger, Jon Rickard, Karen Scharer, Taylor Smith, Laurel Sweeney, J.D. Tovey, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Catherine Veninga

After everyone introduced themselves, Andrea Weckmueller-Behringer provided a quick overview of the number of comments received from participants, shown by workshop location. She also pointed out that the public workshops had garnered several newspaper articles.

In order to capture what went well and what could be improved for the next round of workshops, each meeting participant briefly provided an example of each, all of which were captured for later reference. In summary, the project team members thought that the workshops were well designed and organized. Most team members reported that they had received positive feedback from workshop participants. From team members who answered questions at the venues, the most reported topics of discussion were funding, maintenance responsibilities, and private land ownership.

Andrea said that all notes and map mark-ups will be captured as scans and the electronic files will be distributed to all team members. The handwritten notes will need to be transcribed. The group determined that the community-specific notes would be transcribed by the affected community, whereas the overview and resource area map comments would be given to volunteers – in bundles of ~50 comments, requiring 3 to 4 hours of time each. Team members were encouraged to share the names of potential volunteers. Andrea volunteered MPO resources to digitize the map markings, which would then be joined with the transcribed comments for a complete overview of the feedback. The end of February was set as the date for finalization of the transcription and the digitization. As the team had not yet touched many user groups, Mary Campbell encouraged team members to brainstorm additional user groups that should be contacted for input before the initial input phase is closed out. An email with the link to the Google Sheet will be shared with the group.

Prior to the next meeting in early March, Andrea asked that planners get with their respective city or county engineers to discuss their involvement in the next phase. Andrea requested engineering contacts in order to set up a meeting with all regional planners and engineers in order to determine the methodology that should be used for a regionwide sidewalk and bike route needs analysis. She stated that the MPO had already done a significant amount of research that will be shared with all team members. In order to facilitate a “Safe Routes to School” and parks overlay, Mary volunteered Community Council’s intern to call the school districts, with the exception of Milton-Freewater, as Laurel Sweeney already spoke to them. It was requested that the group provide any known names of those at the school districts responsible for elementary school route plans. If unknown, the contact would be made to the respective superintendent.

Andrea requested that planners again speak to their engineers about Americans with Disabilities (ADA) Transition Plans and any available ADA data that would help this effort. Cyndy Knight of the Walla Walla Valley Disability Network will provide specific information about accessibility and share contact information for other people who might have specific information for other parts of our region. Also of high importance was the need for publicly-owned right-of-way width information for roadways or rail lines, which will be used to find a home for trails the public would like to see.

Pending confirmation by Milton-Freewater and Burbank venues, May 1 through 4, 2017, were set as the dates for the second round of public outreach. As with the first round, the meetings would take place in the same order: Dayton, College Place/Walla Walla, Milton-Freewater, and Burbank.

Also discussed was the need for better outreach to Latino community members. Ideally, two additional workshops would be conducted, one in Walla Walla and one in Milton-Freewater. These would occur before the end of February. Outreach for those workshops would be accomplished through known trusted messengers.

Additional discussion ensued related to draft language that was prepared for all team members to use in case they received additional questions from interested folks about private land, funding and maintenance, or farming impact on trail users. It was determined that the draft language would be provided as a Google Doc, allowing for simultaneous editing by the group.

2 to 4 pm on March 7, 2017, was set as the next meeting date and time. A meeting invite with meeting location info would be sent out shortly.

Summary of Action items ahead of the March 7 meeting:

- City and County Partners:
 - Immediately, add to the Google Spreadsheet any contact info for known user groups.
 - As soon as possible, touch base with engineers to solicit their help with determining methodologies for sidewalk and bike route needs analysis; enter contact info into “Engineers” tab on “RTCA Players” Google Sheet for subsequent Doodle Poll and meeting.
 - Send names of transcription volunteers to Andrea.
 - Transcribe the handwritten notes for each community; a formatted excel spreadsheet will be provided; transcriptions should be completed no later than 2/28.
 - Get publicly-owned right-of-way information (preferable in a map-able format); if right-of-way width data is unavailable, parcel data with ownership info might be used as an alternative; data should be provided to Andrea.
 - Get ADA Implementation Plans and associated ADA information from engineers; data should be provided to Andrea.
 - Provide names of school district staff responsible for elementary school route plans if known; enter contact info into “Schools” tab on “RTCA Players” Google Sheet.
- Public Workshop Host Agencies:
 - Confirm availability of venues for the May workshops. (Dayton 5/1, College Place/Walla Walla 5/2; Milton-Freewater 5/3; Burbank 5/4) – **UPDATE, Milton-Freewater confirmed date**
- Community Council:
 - Resend link to Google Sheet with user groups.
 - Send email to user groups
 - Contact school districts to get route plans and answer any questions on the project.
 - Reserve location for March 7, 2017, meeting.
 - Coordinate additional workshops with Latino community trusted messengers.
- Walla Walla Valley MPO/SRTPO:
 - Create electronic files of all workshop input; share with team members once complete.
 - Create formatted Excel spreadsheet; coordinate transcription of comments with communities and additional volunteers.
 - Digitize map mark-up and join with transcribed comments.
 - Share with team members the bike-ped research findings (Google Drive).
 - Share draft language with team members (Google Drive).
 - Set up meeting with planners and engineers to discuss sidewalk and bike route needs analysis

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

March 7, 2017

2:00 p.m. to 4:00 p.m.

Airport Conference Room – 45 Terminal Loop, Walla Walla

AGENDA

A. Welcome and Introduction of Attendees

B. Report-out on Additional Outreach Activities

1. Spanish workshops – 2/16 in Milton-Freewater and 2/17 in Walla Walla
2. Information collected through “shared” ideas folder
3. Complete website information in Spanish
4. Follow-up meetings with the Cascade Bicycle Club, Latino Neighborhood Community Mtg., Walla Walla Valley Disability Network (Cyndy Knight), and Frazier Farmstead (Tim Rowan)

C. Report-out on Compilation of Public Feedback

1. Transcriptions – ~80% complete
2. Digitization – 10% complete

D. Report-out on Data and Analysis Needs

1. *Still need* - ADA Implementation Plan - Information and Data
2. *Still need* - Roadway Files with Right-of-way Width OR Parcel and Ownership Data?
3. Route Plans from all Washington Elementary Schools/Discussion with Milton-Freewater Schools - *Still need: Burbank, College-Place, Dixie, Starbuck, Touchet, and Waitsburg*

E. Next Steps - Analysis to be Accomplished Now - Phase 3*

1. Meeting with Planner & Engineers - Sidewalk and bike route needs analysis - *New Doodle Poll* (Related research located in:
<https://drive.google.com/drive/folders/0B05yOmAkzsctdU5EQmxxMmtEX2c?usp=sharing>)
2. Individual meetings with communities/jurisdictions - Alignment Determination will include:
 - a) Sidewalk and bike route – high need areas
 - b) “Safe Routes” to school – overlay
 - c) Desired trails and destinations – finding publicly-owned ‘space’ for alignments
 - d) Prominent accessibility concerns – overlay

F. 2nd Public Workshops

1. Dates and Locations
 - a) 5/1 Dayton – Columbia County Fairgrounds Pavilion
 - b) 5/2 Walla Walla – Walla Walla County Fairgrounds Community Building
 - c) 5/3 Milton-Freewater – Community Building
 - d) 5/4 Burbank – Columbia Middle School Commons
2. ***Design - Idea storming for Workshop Format***

G. Logo Development

1. Report-out on activities to date
2. Discussion of design ideas and guidelines

H. Set date for Next Meeting – Review 2nd Public Workshop Materials

***Phase 3: Analysis of Workshop Findings and Feedback – February through May 2017**

- a. *Key partner and stakeholder staff will analyze desired origin and destination pairs and route options, and use land use and environmental data to determine feasible alignments to prepare a conceptual network.*
- b. *Interested groups and individuals will review the conceptual network and provide input.*

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

March 7, 2017 - Meeting Summary

Present: Greg Abramson, Greg Brown, Elizabeth Chamberlain, Shaun Darveshi, Elaine Dawson, Meghan DeBolt, Tom Glover, Randy Hinchliffe, Brad McMasters, Dan Miller, Kevin Mills, John Mitchell, Timothy Nitz, Teresa Penninger, Mike Rizzitiello, Karen Scharer, Joy Smith, Laurel Sweeney, Brandon Valle, Bob Waldher, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Catherine Veninga

Following attendee introductions, Andrea Weckmueller-Behringer provided a quick overview of additional outreach activities that had occurred or were scheduled to be completed over the next two weeks, including the two Spanish-only workshops and meetings with the Edith and Carrie Neighborhood group, the Walla Walla Valley Disability Network, and Frazier Farmstead.

The electronic compilation of the public input gathered at the 1st round of workshops continued: approximately 80% of the transcriptions and 10% of the digitization of the gathered comments had been completed to date.

It was discussed that additional data items were needed from stakeholders in order to analyze existing needs, find public land or publicly-owned right-of-way for desired connections, and develop the conceptual network:

- Right-of-way or ownership parcel data - *Several jurisdictions stated they would check on availability*
- ADA Implementation Plans or any kind of ADA information - *Teresa Penninger offered to research and share any ODOT related ADA information.*
- In addition, route plans for several Washington area schools were outstanding - *Shaun Darveshi said that a Safe Routes/Walk Study had been completed for the Palouse Regional Transportation Planning Organization (incl. Dayton and Columbia County); Catherine Veninga offered to follow-up on the remaining route plans.*

Andrea reported that the initial Doodle Poll for the combined planning-engineering meeting to determine a regionwide methodology for the sidewalk and bike route needs assessment was inconclusive, and another poll would be sent following the meeting. She shared the Google Drive information where examples of demand and needs analyses used in other parts of the country were compiled.

Andrea stated that in order to move the development of the conceptual network forward, it was now time to meet with all of the jurisdictions individually to review public feedback, results of the needs analysis, safe routes to school, and accessibility concerns, prior to determining what additional walk-bike-hike-ride connections should be made. Mary Campbell offered to create a Google Sheet that would allow jurisdictions to choose from available time slots. Andrea stated that she would share her availability and be there for every meeting. She encouraged other project steering committee members to attend as many as possible to ensure continuity across the entire region. After choosing a time slot, each jurisdiction would then be responsible for coordinating with their own staff and potential partner agencies. Andrea reminded the group that these jurisdictional meetings should be concluded by mid-April in time for the development of the outreach materials for the next round of public workshops.

The final workshop dates and locations were shared with the group and a lively discussion ensued regarding the envisioned workshop format. It was suggested that even more participants would attend this second round of outreach, and the workshops would have to be able to handle large groups in a productive and positive way. Andrea reported that initial research on large-scale outreach events had been inconclusive as to the preferred format. Dan Miller stated that anything that would work for 100 attendees, would also work for 500. The group discussed that the intro to the workshop would consist of the compilation of all comments that were received in the previous

round of outreach. Thereafter, the main focus of the event was to engage the public's help with the prioritization of projects and receive confirmation of the planned additions. It was discussed whether it would be beneficial to have certain focus areas - trails, sidewalks, or bike routes - as not all folks were interested in all types of connections. The potential use of correlated handouts and the development of an online survey was mentioned as well. Andrea stated that she would compile these discussion points to inform the May workshop format.

Additional items discussed were the preparation of a press release ahead of the workshops as well as the continuation of op-eds to the Union Bulletin to keep the public's interest in the project.

The next meeting was scheduled for April 19, from 1:30 pm to 4:30 pm (location TBD depending on availability).

Summary of Action items ahead of the next meeting:

- Andrea provides dates of availability to Mary
- Mary completes a Google Sheet to coordinate jurisdictional meetings
- Each jurisdiction coordinates and schedules their meeting after selecting a time slot
- Any jurisdiction with additional right-of-way, parcel/ownership, school route, or ADA information should submit the data to Andrea as soon as possible

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

April 19, 2017

1:30 p.m. to 4:30 p.m.

Airport Conference Room – 45 Terminal Loop, Walla Walla

AGENDA

- A. Welcome and Introduction of Attendees**
- B. Presentation by Robert Sendak, External Affairs Manager - Washington Wildlife & Recreation Coalition (<http://wildliferecreation.org/>)**
- C. Report out on Jurisdictional Meetings**
1. 16 meetings held – approximately 650 person hours
 - a. Confirmed/enhanced connectivity in many areas
 - b. Unable to find alternates for some desired connections
 - c. A few connections are still being investigated
- D. Review and Discussion of Workshops Format**
1. Short presentation (20 min) then open-house format
 2. Maps on easels – showing existing network and conceptual additions
 3. Correlated prioritization sheet available for connections to be distributed to each participant
 4. Jurisdictional representative for each map station to answer potential questions
 5. Items to be plotted:
 - a. “Public Input and Need Heat” map - with infographic on # of suggestions by connection type and needs analysis background
 - b. General cost of infrastructure and maintenance
 - c. Planning hours invested to date (?)
 - d. Maps
 - Previous – Overview to show regional connections
 - Previous - “Inset” maps to show detail
 - New – Sidewalk-centric maps for each city
- E. Review of Workshop Materials**
1. Draft Presentation
 2. Maps
 3. Prioritization Sheets – high-medium-low OR 1 through 10 scale
- F. Need Assistance for Upcoming Workshop**
1. Reminder: Workshop Dates and Locations – 5:30 to 7:30 pm each
 - a. 5/1 Dayton – Columbia County Fairgrounds Pavilion
 - b. 5/2 Walla Walla – Walla Walla County Fairgrounds Community Building
 - c. 5/3 Milton-Freewater – Community Building
 - d. 5/4 Burbank – Columbia Middle School Commons
- G. Logo Development**
1. Report-out on activities to date
 2. Discussion of design ideas and guidelines
- H. Set date for Next Meeting – 2nd Public Workshop Post-Event Briefing and begin Phase 4**

***Phase 4: Network Function and Design – Mid-May through Mid-September 2017**

- a. Key partner and stakeholder agencies will determine function and resulting design options to create a complete and connected network.
- b. Interested groups and individuals will review the proposed network and provide feedback.

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

April 19, 2017 - Meeting Summary

Present: Greg Brown, Elizabeth Chamberlain, Erendira Cruz, Shaun Darveshi, Elaine Dawson, Mike Denny, Kari Dingman, Tom Glover, Paul Gonseth, Brad McMasters, John Mitchell, Teresa Penninger, Jon Rickard, Karen Scharer, Robert Sendak, Joy Smith, Feather Sams-Huesties, Laurel Sweeney, Bob Waldher, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Catherine Veninga

Following attendee introductions, Andrea Weckmueller-Behringer introduced Robert Sendak, External Affairs Manager of the Washington Wildlife & Recreation Coalition (<http://wildliferecreation.org>). Robert described the Washington Wildlife Recreation Program, which is broken out into 12 funding categories, including trails, parks, and wildlife habitats; associated grant programs are administered through the Washington Recreation and Conservation Office (www.rco.wa.gov). He stated that the next round of applications is due in May 2018 – following the completion of the Blue Mountain Region Trails plan. Robert offered to answer questions and left promotional materials and his contact information. (Please note: The equivalent agency within Oregon is the Oregon Parks & Recreation Department (www.oregon.gov/OPRD.) In keeping with potential funding news, Andrea mentioned that Safe Routes to School grants could also be used for roadway improvements in connection with sidewalks and bike routes near elementary and middle schools.

Andrea briefly reported out on the 16 jurisdictional meetings that had taken place to date. She mentioned that not all connections could be made and that a few regional options were still being investigated, such as the desired Burbank Loop and “rails with trails” along Port of Columbia’s railroad right-of-way. She inquired as to the group’s desire related to the sharing of all jurisdictional summaries among all project stakeholders to which the group agreed. In addition, Elizabeth Chamberlain and Jon Rickard stated that it might be great to also include the summaries as appendices to the final plan in order to record and preserve the information. Discussion ensued and it was agreed to table the discussion of the plan format/content until a later date.

Andrea briefly presented the envisioned format for the upcoming workshops; each would be kicked-off with a brief presentation and would then transition into at-will prioritization activities. The particular format of the regional prioritization was discussed in detail and the group decided not to have individual prioritization sheets that would require individual evaluation, but instead have several identical charts that would allow workshop participants to vote with dots.

Andrea suggested that in addition to the regional connection prioritization, needs within the communities should also be prioritized, as sidewalk and bike route feedback garnered from the first workshops was relatively sparse. Following a lively discussion about the need “heat” map, the group agreed that it would be beneficial to local planners to get the public’s feedback on highest priority needs for sidewalks and bike routes within communities, without having the public vote on specific sidewalk and bike route projects shown on the detailed community-specific maps. Again, the format of a dot chart was chosen to accomplish that prioritization exercise. Planners desired to receive prioritization feedback based on location. It was assumed that people would vote for priorities at their respective community maps, which would be considered during the set-up of the poll charts and accompanying exhibits.

Andrea also mentioned that alongside the needs criteria info, an exhibit with cost information for various infrastructure improvements would be shown to help educate the public on cost and maintenance.

The group then briefly reviewed the presentation language, discussed that specific connections still under investigation should be openly shared at the workshop, and confirmed that “map captains” were needed at each event to be able to answer jurisdiction specific questions. In addition, “chart monitors” were desired in case workshop attendees had prioritization specific questions associated with the dot activities. Mary Campbell offered to create a Google Sheet, which spelled out what maps needed captains from which jurisdictions, as well as how many chart monitors and set-up volunteers were needed at each location. In comparison to the first workshops, it was anticipated to have a larger number of displays; therefore, an additional Google Sheet would list how many easels, foam boards, and other items would be needed for each location.

Catherine Veninga briefly reported out on the logo development. Since the last meeting, she had received confirmation of interest from the WWU Graphic Design Department. The group determined that the logo was to be graphic focused, rather than text focused, and the design should allow stand-alone as well as usage on another way-finding sign. It is hoped that logo development would take place ahead of the anticipated September workshops.

Andrea briefly mentioned that the project steering committee would convene on Friday for a quick conference call to tie up any loose ends ahead of the May 1 through 4 workshops. She also mentioned that the Walla Walla County Public Works Department had agreed to plot the needed maps, charts, and exhibits.

The next meeting was scheduled for May 10, from 1:30 pm to 3:30 pm (location TBD depending on availability).

Summary of Action items ahead of the next meeting:

- Mary creates materials and volunteer Google Sheets and sends links to project team
- Each jurisdiction coordinates and enters resources and volunteers as needed
- Andrea completes maps, charts, and exhibits, and coordinates with Walla Walla County regarding plots

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

May 10, 2017

1:30 p.m. to 3:30 p.m.

YWCA – 213 S First Ave, Walla Walla

AGENDA

A. Welcome and Introduction of Attendees

B. Report-out on 2nd Round of Workshops

1. 4 locations – 172 attendees – 162 participants in the prioritization activities
2. Positives and negatives: quick feedback on 2nd round of workshops

C. Close-out of Phase 3

1. Jurisdictional summaries
2. Map package – with all inventory data, 1st workshop public input, and conceptual connections
3. Other items desired/needed to move forward?

D. Activities to be accomplished in Phase 4 (May through September)

1. Determine function and conceptual design options to create a complete and connected network – driven by local jurisdictions
 - a. Planning and engineering discussions within each jurisdiction
 - b. Multi-jurisdictional “corridor” discussions
2. Resources and support available to assist with function and design discussions
3. Timeline for completion of Phase 4

E. Discussion of September-ish Workshops

1. Format
2. Tentative scheduling

F. Set date for Next Meeting

LOOKING FORWARD - Phase 5:

Drafting of Blue Mountain Regional Trails Plan – Mid-September through Mid-December 2017

- a. *Key partner staff will collaborate to complete the documentation of the planning effort and the resulting regional non-motorized transportation and trails network.*

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

May 10, 2017 - Meeting Summary

Present: Greg Abramson, Chris Alford, Greg Brown, Jon Campbell, Elizabeth Chamberlain, Elaine Dawson, Mike Denny, Kari Dingman, Tom Glover, Paul Gonseth, Kyle McFarley, Brad McMasters, Dan Miller, John Mitchell, Timothy Nitz, Jon Rickard, Karen Scharer, Joy Smith, Taylor Smith, Laurel Sweeney, Bob Waldher, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell

Following attendee introductions, Andrea Weckmueller-Behringer gave a quick report on the 2nd round of workshops and the results of the regional and needs prioritization activities. The group conducted a round of feedback to highlight that, in general, the workshops went well and public feedback was predominantly positive; however, the group also agreed that the set-up of the regional connection maps and associated voting charts caused some confusion among workshop participants.

Andrea continued that in order to close out Phase 3 of the project, the jurisdictional summaries would have to be finalized with the feedback that has been received. She suggested that the completed summaries be uploaded to the project's Google Drive, along with the map package, which contained all existing non-motorized transportation and trail data, the 1st workshop public input, the needs analysis visuals, and the regional connections. When asked if there were other items the group needed to move forward, it was mentioned that the information from both previous workshops is particularly useful for the Comprehensive Plan updates, which are currently underway in both Columbia and Walla Walla counties. The group also discussed whether the "regional connections" map used at the workshops should be shared or displayed online; citing pros - such as keeping the public's interest and responding to their desire to have a record of what is being considered - and cons - such as the premature release of conceptual routes that require more detailed engineering review, the group agreed to not publish at this time, but to hold off on making copies of the network available to the public until September to allow for the more detailed review by local planners and engineers.

Andrea reminded the group that several connections still required additional follow-up to determine whether they could be included in the trails plan:

- Burbank loop from Hood Park along the Snake River to Monument Drive and return to Burbank via a potential trail next to existing rail tracks (located within Dept. of Defense land) and Humorist Rd;
- Lake Road accommodations for bicycles and pedestrians;
- Port of Columbia "rails with trails" right-of-way research; and
- Ridge route final alignment.

Moving into the discussion of Phase 4, Andrea stated that the work would be largely driven by the local jurisdictions; planners and engineers should be working together to discuss and determine type of uses to be accommodated and associated design options to create a complete and connected network. As jurisdiction-internal discussions progress, it would be important to involve neighboring jurisdictions to coordinate function and design on those regional connections that traversed multiple jurisdictions.

The group briefly discussed new Federal Highway Administration design resources for bicycle and pedestrian design options in rural areas. Andrea stated that she would compile several resources for the group's use and also offered to provide other support as needed for the jurisdictional "function and design" discussions. She offered to directly coordinate with state and federal resource agencies on connections within their jurisdiction.

Ahead of the next public outreach, Andrea asked that additional time for map preparation is given to avoid time-crunched, last minute changes. The group agreed that the draft network needed to be ready for the next round of public engagement, which was scheduled for September, thus requiring that the function and design determination be completed by no later than September 1st. The question was posed whether that could be accommodated based on each local entity's Comprehensive Plan update schedule, and local representatives confirmed the timing.

The discussion then turned to the format of the September public outreach; knowing that the draft plan would not yet be ready for review and comment and that activities surrounding the draft network are limited in providing a significant draw to ensure good attendance numbers, the group agreed to the following changes regarding future outreach:

- Unveil the draft network online for public review and comment in late September/early October; and
- Have a "Draft Plan" celebration meeting in December/January.

The next meeting, largely focusing on progress made towards function and design determination, was scheduled for July 12, from 1:30 pm to 3:30 pm. (The Airport Conference room has since been confirmed as the meeting location.)

Summary of Action items ahead of the next meeting:

- Local jurisdiction planners coordinate with their engineering colleagues to begin function and design discussions
- Andrea finalizes the jurisdictional meeting summaries, which are uploaded and shared along with map package, relevant design resources, and other materials (*now complete*)
- Andrea contacts state and federal resource agencies - as needed

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

July 12, 2017

1:30 p.m. to 3:30 p.m.

Walla Walla Airport Conference Room – 45 Terminal Loop, Walla Walla
Call-in Information 712-770-4678 Access # 164345

AGENDA

- A. Welcome and Introduction of Attendees**
- B. Update on Request for Grant Extension**
- C. Partner Agency Report-out on Activities to be accomplished in Phase 4 (through September)**
 - 1. Determine function and conceptual design options to create a complete and connected network – driven by local jurisdictions
 - a. Planning and engineering discussions within each jurisdiction
 - b. Multi-jurisdictional “corridor” discussions
 - 2. Resources and support available to assist with function and design discussions
- D. Questions & Answers Regarding Close-out Materials of Phase 3**
 - 1. Jurisdictional summaries
 - 2. Map package – with all inventory data, 1st workshop public input, and conceptual connections
- E. Set date for Next Meeting**

LOOKING FORWARD - Phase 5:

Drafting of Blue Mountain Regional Trails Plan – Mid-September through Mid-December 2017

- a. *Key partner staff will collaborate to complete the documentation of the planning effort and the resulting regional non-motorized transportation and trails network.*

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

July 12, 2017 - Meeting Summary

Present: Greg Abramson, Chris Alford, Greg Brown, Jon Campbell, Elizabeth Chamberlain, Shaun Darveshi, Elaine Dawson, Mike Denny, Clara Dickinson-McQuary, Kari Dingman, Tom Glover, Randy Hinchliffe, Barb Jaksa, Brad McMasters, Dan Miller, Kevin Mills, John Mitchell, Teresa Penninger, Jon Rickard, Karen Scharer, Joy Smith, Laurel Sweeney, J.D. Tovey, Bob Waldher, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell

Following attendee introductions, Andrea was happy to report that the National Park Service favored BMRT's requested technical grant extension, although a final decision would not be made until after October 1, 2017.

Attendees shared the following information:

- A planned trail visit on USACE land upstream of Hood Park was scheduled for July 14 to ascertain suitability for inclusion in the regional trails system.
- The City of Milton-Freewater, Umatilla County, and ODOT had set a date for their combined meeting.
- The City of Walla Walla, Walla Walla County, and the City of College Place discussed meeting together and began considering possible dates.
- Since the last meeting, the possibility of a rails with trails-type improvement along the Port of Columbia County's tracks was confirmed for the stretch between downtown Dayton and the Walla Walla County line (just east of Waitsburg). Additional research would be necessary before a full connection to Waitsburg, and possibly Prescott and Walla Walla, could be ascertained.
- Columbia County reported that the County's Public Works and GIS were excited about the BMRT project.
- It was also shared that information on rails to trails conversions had been discussed at the recent Walla Walla Valley Metropolitan Planning Organization board meeting.

Continuing the discussion of Phase 4 activities, Andrea described the level of detail sought for fleshing out the type of improvements anticipated for each one of the regional connections. In response to Elizabeth's question, Andrea stated that ideally this information would be provided as "planning-level design" info in a GIS format. Andrea also mentioned that phasing of several stacked improvements could be considered. It was discussed whether an engineering consultant should be retained and if that would be an eligible grant expense; it was reiterated that engineering-level project design was not required as part of the planning effort; and additional design work would be undertaken on a project-by-project basis once funding for a specific connection was secured.

She reminded the group that available grant funding depended on the recommended improvements. Shaun informed the group of available federal funding that could be used for bicycle and pedestrian infrastructure. Mary shared that the Blue Mountain Community Foundation could be approached to look for private funding on projects where there were multiple jurisdictions collaborating. Mike stated that certain Washington Recreation and Conservation (RCO) grant funding could also be used for signage. Regional efforts in implementing way-finding signage (and their associated design) were briefly mentioned.

The discussion then turned to the anticipated September public outreach. Elizabeth offered that the City's online mapping and comment platform, currently in use for the update of the City's comprehensive plan, could potentially be used for the BMRT project. Andrea stated that the Steering Committee would be convened shortly to hash out all of the details.

Additional discussion ensued on the following topics:

- Mike reported that the Union Pacific rail tracks between Milton-Freewater and SE Walla Walla had been leased to WATCO, but were not currently being used for freight transportation. Future use was unknown.
- Trails surfaces, including equestrian trail design guidelines were discussed, and John offered to share available USDA National Forest resources.
- Mike and Catherine (Veninga) had met with Walla Walla University students to give them ideas on the desired BMRT logo, and were waiting to see initial design ideas.
- Once the regional trails plan was adopted and submitted to RCO, it was suggested that the information should also be shared with nationwide user groups to assist in clearing up some of the misinformation currently being circulated on the Web.

The next meeting, largely focusing on progress made towards function and design determination, was scheduled for August 9, from 1:30 pm to 3:30 pm. [Please note: The meeting was subsequently canceled due to a lack of discussion items.]

Summary of action items ahead of the next meeting:

- Local jurisdiction planners continue to coordinate with their engineering colleagues to begin function and design discussions.
- Andrea contacts state and federal resource agencies - as needed.
- Andrea checks with WSDOT to see if the agency had a bike/ped/trails subject matter expert and/or an equivalent to ODOT's Regional Solutions Teams.
- Mary checks with a title company located within Walla Walla County to see if some assistance could be provided and/or what incremental cost would be involved in getting the necessary information.

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

September 25, 2017

11:00 a.m. to 12:00 p.m.

Walla Walla Airport Conference Room – 45 Terminal Loop, Walla Walla

Call-in Information 712-770-4678 Access # 164345

AGENDA

A. Welcome and Introduction of Attendees

B. Upcoming 3rd Round of Outreach – ONLINE

WE NEED YOUR HELP GETTING THE WORD OUT! (announcements attached)

1. October 9: Site opens (<https://www.communityremarks.com/wallawallawa>)
 - a. Overview map and link to www.bluezonetrails.org for project background
 - b. Use-specific maps – walk, bike, hike, ride, accessible
 - c. Ability to collect comments:
 - i. **General:** Do you have any general comments about this project that you would like to share?
 - ii. **Route-specific:** Are the proposed trails suitable for particular uses – walking, road cycling, mountain biking, horseback riding?
 - iii. **Location-specific:** What potential issues need to be considered at this location? For example, are there blind corners, steep inclines, safety concerns, accessibility issues, potential conflicts between different types of users?
 - iv. **Future use:** Are there route locations that should be considered for inclusion in future BMRT network updates?
2. **Week of October 23: Comment period closes, and comments will be parsed out to jurisdiction for follow-up.**
3. November 6: Changes made in response to comments are due for Draft Regional Trails Plan!

C. December Celebration of Draft Regional Plan

1. Logistics
 - a. One or multiple events
 - b. Date
 - c. Location
 - d. Format
 - e. “Staffing Needs” and Materials

D. Development of Draft Regional Trails Plan (Phase 5)

1. Plan content (see attachment)
2. **Writing assistance requested**

E. Set date for Next Meeting

LOOKING FORWARD - Phase 6:

Local Entity Review and Adoption – Mid-December 2017 through February 2018

- a. Key partner agencies will showcase their jurisdiction-specific network recommendations, and champion adoption by their respective governing boards, commissions, and councils.

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

September 25, 2017 - Meeting Summary

Present: Greg Abramson, Greg Brown, Jon Campbell, Elizabeth Chamberlain, Erendira Cruz, Shaun Darveshi, Elaine Dawson, Mike Denny, Genevieve Dial (College Place Consultant), Clara Dickinson-McQuary, Tom Glover, Randy Hinchliffe, Brad McMasters, Dan Miller, John Mitchell, Jon Rickard, Joy Smith, Laurel Sweeney, Bob Waldher, Jessalyn W. Bruce, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Catherine Veninga

Following attendee introductions, Andrea Weckmueller-Behringer discussed the upcoming third round of outreach that would be conducted entirely online. The draft announcement and press release had been sent out for review with the agenda. Andrea asked that comments and edits be submitted no later than Thursday, September 28. The final versions would then be distributed to the entire group the following Friday. Some discussion ensued regarding a catchy headline. Greg Brown and Jon Campbell provided several ideas; additional catch phrases were invited for submission by September 28.

For the online outreach platform itself, the City of Walla Walla had offered the use of its “communityremarks.com” site. During Elizabeth Chamberlain’s absence, the City contact would be David Brauhn. The date for “going live” was set to October 9 and the comment period would be open until October 23. *(Please note: It was subsequently determined that the Walla Walla Valley MPO would purchase a license for a ‘communityremarks.com’ site and that the outreach window would be moved back to October 16 through 30 to allow for additional data gathering.)*

Details regarding the site’s content were shared with the group:

- A link would be provided from the communityremarks.com main page to the bluezonetrails.org site for project background.
- An overview map of planned improvements would be shown, as well as use-specific maps for walking, biking, horseback riding, and accessible sidewalks and paths. Project information would be provided for each planned improvement.
- The intro text asked for general, route-specific, location-specific, and future use comments that could be placed directly onto the map(s).

Andrea explained that after the comment period closes, all gathered comments would be shared with the affected jurisdictions for potential follow-up. In response to the public’s comments, any changes to either route alignments or improvement details should then be submitted back to Andrea by November 6 for inclusion in the Regional Trails Plan draft.

At a previous meeting, the BMRT group had decided to hold an event to celebrate the completion of the region’s first trails plan. After some discussion, stakeholders determined that, unlike the previous workshops, only one event would be held. A tentative date was set for December 4, pending confirmation of the availability of the proposed meeting space at the Walla Walla County Fairgrounds. Mary Campbell suggested that a similar format to the one employed at the 2016 Community Conversations Celebration could be used, which included a community dinner, Spanish interpretation, and child care. Questions arose regarding the cost of providing food for the event. Mary offered to research the cost of last year’s event and to share it with the group. Andrea offered to provide child care materials.

The group's focus then turned to the development of the draft Regional Trails Plan document. Andrea had prepared a content outline, which was based on the requirements by the Washington Recreation and Conservation Office (RCO) for some of its grant opportunities. The final plan would be considered a "Shared Jurisdiction Plan." A similar planning requirement also exists for the parallel Oregon Parks and Recreation Department (OPRD).

For the completion of the Regional Trails Plan, Andrea requested writing and editing assistance. The draft document would be uploaded to Google Drive, which would allow simultaneous editing by various authors. Completion of the draft plan was set for end of November in order to be ready for the celebration in early December.

The next meeting was scheduled for October 30, from 11 am to 12 pm.

Summary of action items ahead of the next meeting:

- Catchy headlines are needed by September 28.
- Brad McMasters drafts poster for online outreach.
- Greg Brown distributes outreach notice to rural library office.
- Mike Denny distributes outreach notice to Burbank.
- Elizabeth Chamberlain, Joy Smith, and Bob Waldher help get the press release and announcements out to various (media) outlets.
- Tom Glover will check on availability of the Community Building at the County Fairgrounds for the December 4 (5: 30 to 7 pm) "celebration" of the draft Regional Trails Plan.
- Mary Campbell researches cost of providing dinner at last year's Community Conversation event.
- Andrea Weckmueller-Behringer provides child care materials for "celebration" event.
- Mary Campbell/Catherine Veninga contact Hal Hiemstra (et al) regarding rail-with-trail specific questions.

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

October 30, 2017

11:00 a.m. to 12:00 p.m.

Walla Walla Airport Conference Room – 45 Terminal Loop, Walla Walla
Call-in Information 712-770-4678 Access # 164345

AGENDA

A. Welcome and Introduction of Attendees

B. Ongoing 3rd Round of Outreach –

1. Site remains open through October 30 (<https://www.communityremarks.com/wwvmpo>)
 - a. Overview of comments gathered to date
 - b. Observations/feedback regarding format and/or public’s response
2. Starting October 31: Comments will be parsed out to jurisdictions for follow-up.
3. November 10 (extended timeline): Changes made in response to comments are due for incorporation into the draft Regional Trails Plan!

C. December Celebration of Regional Trails Plan

1. Logistics
 - a. Confirm Date
 - b. Confirm Location
 - c. Confirm Format
 - d. Discuss “Staffing Needs” and Materials

Staffing for – Set-up Food Ordering/Set-up Spanish Interpretation (Headsets) Child Care Break-down and Clean-up Other??	Materials – Executive Plan Summary Final Overview Map and City Maps Individual Corridor Maps, including project description Other??
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D. Development of Draft Regional Trails Plan (Phase 5)

1. Writing/Editing Volunteer Recruitment

E. Set Date for Next Meeting

LOOKING FORWARD - Phase 6:

Local Entity Review and Adoption – Mid-December 2017 through February 2018

- a. Key partner agencies will showcase their jurisdiction-specific network recommendations, and champion adoption by their respective governing boards, commissions, and councils.

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

October 30, 2017 - Meeting Summary

Present: Greg Abramson, Greg Brown, Jessalyn W. Bruce, Jon Campbell, Elizabeth Chamberlain, Erendira Cruz, Elaine Dawson, Mike Denny, Jenny Dickinson, Tom Glover, Randy Hinchliffe, Dan Miller, John Mitchell, Teresa Penninger, Larry Randall, Jon Rickard, Joy Smith, Laurel Sweeney, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Ruthell Martinez

Following attendee introductions, Mary Campbell shared that the National Park Service has granted the extension to the River, Trails, and Conservation Assistance program as requested. Andrea Weckmueller-Behringer added that although the extension was approved through September 30, 2018, assistance would focus on the time ahead of the March 1, 2018, submittal of the Regional Trails Plan to the Washington Recreation and Conservation Office (RCO).

Andrea then provided a brief overview of the amount and type of comments that had been received during the third round of outreach, which was set to close at the end of the day. She encouraged all stakeholders to review and use the online site while it was still actively collecting input. Once the comment period closed, Andrea would download all mapped and general comments, and share them alongside the sidewalk, bike routes, and trail information that was used to build the site. When asked about their preference in data files, the group agreed that KMZ files should be used for easy viewing in Google Earth. Andrea stated that mapped comments AND data files would be made available on a Google Drive accessible to all. She said that any changes to alignments or types of improvement made in response to the public comments should be submitted by the affected jurisdiction no later than November 10 to allow for full incorporation into the draft Regional Trails Plan.

The group began discussing the logistics of the upcoming celebration of the Regional Trails Plan. Tom Glover confirmed that the Walla Walla County Fairgrounds-Community Building had been reserved for December 4, 2017. Jennie Dickinson stated that the Dayton “Ladies’ Night Out” conflicted with that date. Andrea informed the group that she might have a scheduling conflict as well due to travel required for a conference in Tacoma. Mary opened the discussion of an alternate date, and the group agreed to January 22, 2018 as the new date for the celebration. Andrea confirmed that the new January date would not impact the adoption of the draft plan by the Walla Walla Valley Metropolitan Planning Organization Policy Board in any way. She also said that she would confirm that the date also worked for the Palouse RTPO adoption and that it did not pose a conflict for Umatilla County either. Mary added that if Chris had a conflict, the US Army Corps of Engineers was likely to send an alternate representative. The location for the event should remain as previously discussed, pending confirmation of availability.

A lively discussion related to the format of the event led to the following conclusions:

- After hearing how much the dinner for the 2016 Community Conversations event cost, the group decided that a pizza dinner would be more feasible. Funds to pay for the food still remained to be secured - assuming 100 to 150 attendees. (“RSVP appreciated” would be included in the invitation.)
- In lieu of child care, materials would be left on all tables, so that children could remain with their families.
- Mary would check with Ynez Vargas on her availability to provide Spanish interpretation, and would check on the availability of headsets.
- The event would begin with a short presentation of what led to this point in the plan development, as well as a quick “how to” related to the information contained on the exhibits.
- Layout would be similar to the 2nd workshop, with the exception of dinner tables rather than chairs.
- Exhibits would include overview maps and individual corridor maps for each one of the 25 regional projects.
- Map presenters would be needed at each station to answer any questions the public might have.

Mary and Andrea agreed to work on the sign-up sheets for set-up, break-down, and map stations. The sheet would be made available on Google Drive, as it had been done previously.

For the completion of the Regional Trails Plan, Andrea again requested writing and editing assistance. The draft document would be uploaded to Google Drive, which would allow simultaneous editing by various authors. Completion of the draft plan was now set for end of December in order to allow for review by all stakeholder entities prior to the celebration in January. Andrea mentioned that previously, Catherine Veninga and Elizabeth Chamberlain had offered to assist with the development of the plan document. Jon Campbell volunteered to review maps and other graphics. Larry Randall extended an offer to produce the write-up on projects within the Forest Service's jurisdiction. Andrea stated that she would prepare a template for the regional projects that could then also be used by others interested in helping complete the plan ahead of its adoption and submission to RCO and its sister agency – the Oregon Parks and Recreation Department (OPRD). Mike Denny said that RCO was very particular about wording in its grant applications. He offered to provide examples of previously successful grant applications to guide the plan development. Larry and Dan Miller offered to contribute trail related grant examples for both Washington's RCO and Oregon's OPRD. Teresa Penninger offered to provide evaluation criteria for trails grants, Oregon's Enhance projects, and Safe Routes to School, two of which offer a non-motorized transportation perspective. Mary would also get in touch with the Washington Wildlife Recreation Program liaison to see if any review assistance for the draft plan could be provided.

The next meeting was scheduled for January 8, 2018, from 10 am to 12 pm. As previously discussed, the meeting would allow review of the celebration materials ahead of final production.

Summary of action items – to be completed as soon as possible:

- Close-out of 3rd Round of Outreach
 - Andrea Weckmueller-Behringer will close the comment period early on 10/31. A note will be added to thank participants and inform them of the 1/22/18 celebration. – COMPLETED
 - Andrea will also share all materials used to create the Community Remarks' content, along with the comments that were received from the public. The sharing will occur via Google Drive and the content will all be in Google Earth's KMZ format to allow for easy viewing by all stakeholders. – COMPLETED
 - ALL ENTITIES should submit any changes to alignments or improvement types back to Andrea by November 10 for inclusion in the draft plan. – COMPLETED
- Draft Plan Development
 - Mary Campbell will contact Robert Sendak from the Washington Wildlife & Recreation Coalition regarding review of the draft plan document.
 - Larry Randall will assist with the write-up of projects within the National Forest.
 - Elizabeth Chamberlain and Catherine Veninga will provide writing and editing assistance.
 - Jon Campbell will focus on the review of maps and graphics.
 - Andrea will upload the draft plan to Google Drive, where all BMRT stakeholders may edit the document. (Daily downloads of content updates will be made too.) – COMPLETED
- Grant Materials
 - Dan Miller will research and share applicable Oregon or Washington Trail Grant applications.
 - Larry Randall will provide relevant grant examples.
 - Mike Denny will try to obtain a previous (successful) RCO grant application. – COMPLETED
 - Teresa Penninger will share trails, "Enhance-It", and Safe Routes to School project criteria as they become available.

- Draft Regional Plan Celebration
 - Andrea will confirm with Shaun Darveshi (Palouse RTPO) and Bob Waldher (Umatilla County) that the new date for the celebration will work for them. – COMPLETED
 - Tom Glover will check to see if the Walla Walla County Fairgrounds-Community Building is available on the new date. – COMPLETED
 - ALL ENTITIES should check to see if their outreach/public participation budgets would allow a contribution towards the food budget.
 - Mary will confirm Ynez Vargas' availability for Spanish interpretation. COMPLETED
 - Mary will also check with the Walla Walla Public Schools on the use of their headphones. COMPLETED
 - Mary and Andrea will set up a "staffing" sign-up sheet for the event.
 - Mike will check with Hepler's Pizza to see what options are available to feed 100 to 150 attendees.
 - GENERAL – Invitation should include that "RSVPs are appreciated" to obtain a headcount for the food.

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

December 14, 2017

11:00 a.m. to 12:00 p.m.

Walla Walla Airport Conference Room – 45 Terminal Loop, Walla Walla

Call-in Information 712-770-4678 Access # 164345

AGENDA

A. Welcome and Introduction of Attendees

B. Follow-up on Action Items from Previous Meeting

1. Close-out of 3rd Round of Outreach
2. Draft Plan Development
3. Grant Materials
4. Regional Trails Plan Celebration

C. Discussion on Next Steps – After Plan Adoption

1. Adoption of recommendations into local comprehensive plans?
2. Interest in pursuit of RCO, OPRD, FHWA, or other grants?
3. Establishment of forum for sharing grant information and lessons learned?

D. Related Activities at the State Level –

Jon Snyder, Outdoor Recreation and Economic Development - Policy Advisor to Gov. Jay Inslee

1. Upcoming legislative initiatives
2. Outlook on Grant Opportunities
3. Potential Assistance to implement the Blue Mountain Region Trails

Next Meeting will take place on January 8, 2018 at 10 am at the WW Regional Airport Conference Rm

LOOKING FORWARD - Phase 6:

Local Entity Review and Adoption – Mid-December 2017 through February 2018

- a. Key partner agencies will showcase their jurisdiction-specific network recommendations, and champion adoption by their respective governing boards, commissions, and councils.

Blue Mountain Region Trails – Ridges, Towns, and Rivers

National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

December 14, 2017 - Meeting Summary

Present: Greg Abramson, Chris Alford, Greg Brown, Jessalyn W. Bruce, Jon Campbell, Erendira Cruz, Shaun Darveshi, Elaine Dawson, Mike Denny, Clara Dickinson-McQuary, Jenny Dickinson, Tom Glover, Randy Hinchliffe, Kevin Mills, John Mitchell, Teresa Penninger, Jon Rickard, Joy Smith, Andrea Weckmueller-Behringer

Community Council Staff: Mary Campbell, Ruthell Martinez, Catherine Veninga

Guests: Jon Snyder (Outdoor Recreation and Economic Development Policy Advisor for Gov. Inslee); Caleb Agee and Ron Williams (Visit Walla Walla); Tim Copeland, Kyra GreyEyes, and Lauren Platman (Blue Mountain Land Trust)

Following attendee introductions, Andrea Weckmueller-Behringer provided a brief overview on the status of action items that had been compiled at the previous meeting. She was happy to report that all feedback gathered in round three of public outreach had since been shared and reviewed, and no major changes to the network were needed. Andrea reported that the draft plan was progressing as planned and, again, thanked Catherine and Elizabeth for their willingness to review and edit the document as needed. She noted that uploading the draft plan to a shared Google Drive had proved disastrous to the formatting, and she was still trying to figure out a way to share the progress on the document with all stakeholders. Andrea also reported that the project template had been finalized and specific project information was now being prepared for review by select jurisdictions.

As previously discussed, Mike Denny had shared examples of successful grant applications and Teresa Penninger mentioned that she would pass on any relevant transportation funding criteria for the next round of grants out of ODOT once those were finalized. Andrea informed attendees that Dan Miller was still compiling grant application information to share with the group; however, at this time he was on vacation and the materials would be shared at a later date.

In regard to the upcoming celebration, Andrea was happy to report that the timing had also been confirmed with those agencies who had not been present at the last meeting. The location has been reserved, and Jennie Dickinson was happy to report that the Port of Columbia and the Port of Walla Walla have offered to provide funding for the food. Mike has confirmed that Hepler's Pizza would be able to cater the event. It was determined that the press release and invitations should go out immediately after the New Year's holiday. Ron Williams offered Visit Walla Walla assistance to the group related to the preparation of the press release language. Ahead of the celebration, the only item left to do was to set up a volunteer sign-in sheet on Google Drive to make sure the event would be adequately staffed.

Jon Snyder, Governor Inslee's Senior Policy Advisor on Outdoor Recreation and Economic Development, was introduced to the stakeholder group. Jon took the remainder of the meeting to provide additional information on his responsibilities, his interest in getting funds to the eastside of the State, the impact of not having passed a capital budget during the 2017 legislative session related to state agencies involved in outdoor recreation, and the upcoming 2018 legislative session. Jon also fielded several follow-up questions.

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

January 8, 2018

10:00 a.m. to 12:00 p.m.

Walla Walla Airport Conference Room – 45 Terminal Loop, Walla Walla

Call-in Information 712-770-4678 Access # 164345

AGENDA

A. Welcome and Introduction of Attendees

B. Upcoming Celebration

1. Date and Location
2. Desired Format
3. Presenters
4. Volunteers

C. Review of Draft Materials

1. Overview Map
2. Individual Project Sheets
3. Executive Plan Summary
4. Other ideas of items/info to be shared with the public

D. Partial REPEAT... Discussion on Next Steps – After Plan Adoption

1. Scheduled adoption of the Plan by the Palouse RTPO and the Walla Walla Valley MPO/SRTPO
2. Adoption of recommendations into local comprehensive plans
3. Interest in pursuit of RCO, OPRD, FHWA, or other grants
4. Establishment of forum for sharing grant information and lessons learned
5. Potential presentation at regional, state, or national conference
6. Submit process and plan for state, national, and international planning awards

E. Set date for next meeting – as needed

Steering Committee Meetings

12/12/16 Blue Mountain Region Trails – Steering Committee Discussion – 866-774-5721 passcode 2877236

Steering Committee Members (not present):

Dan Miller
Brad McMasters
Elizabeth Chamberlain
Laurel Sweeney
Randy Hinchliffe
Tom Glover
Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

dan_miller@nps.gov; brad@portofcolumbia.org;
echamberlain@wallawalla.gov;
Laurel.Sweeney@milton-freewater-or.gov;
rjhinch@gotvc.net; tglover@co.walla-walla.wa.us;
mcampbell@wwcommunitycouncil.org;
cveninga@wwcommunitycouncil.org;
edawson@wwvmpo.org;
abehringer@wwvmpo.org

- Web Presence and Marketing –
 - “bluezone.com” (\$2,000 at online auction) – check with Visit Walla Walla to see if \$\$ could be made available for this effort?? – BlueZone price increased to \$65k; Brad was able to purchase “bluezonetrails” .org/.info/.net for \$26.99; **Mary has offered to speak with Visit Walla Walla about financial support for the continued maintenance of the site.**
 - Alternatively – Elizabeth from Cty WW has spoken with David Brauhn (Communications Mngr.) who is willing to host the project and even provide Facebook management – **A big “Thank you” to Elizabeth and the City for the offer... With the BlueZoneTrails purchase, we will proceed with the project-specific URL.**
 - Moving forward with a Logo? Whatever we decide, we’ll have to get started quickly!
 - Design our own?
 - Involve local marketing firm?
 - Involve WWU Graphic Design department? – **Yes! Mary and Catherine will coordinate with Kevin Coleman** to see if WWU is interested in preparing a logo for the project. Ideally, based on project info and some general guidelines, WWU could create several logos, which would allow the public to vote on their favorite at the May meeting. (POC Brent Bergherm, Lead Faculty GD 509-527-2701 or Brent.Bergherm@wallawalla.edu or Kevin Coleman, instructor 509-956-9100 or Kevin.Coleman@wallawalla.edu or Brian Hernandez, Brian.Hernandez@wallawalla.edu)
- January Workshops –
 - Drafting of the invitation text (for multiple media formats) – **Brad has offered to draft the invite**
 - Drafting of Web text...
 - Project overview – **Andrea has offered to prep the overview**
 - FAQ – **Based on templates provided by Dan, Catherine will compile a fact sheet/FAQ**
 - ITF-drafted Fact Sheet?
 - Update/confirmation of the venues – provision of food, childcare, Spanish translation?
 - Dayton – Brad – **venue determined**
 - Walla Walla – Elizabeth and Tom; Harvey Crowder is currently checking into a potential meeting space – **dto**
 - Milton-Freewater – Laurel – **working on the specifics for the Community Center**
 - Burbank – Ethan – **Mary will contact Ethan to confirm location**
 - Possible funding for some food, childcare, or translation services?

- Mapping
 - Status of Data Compilation – **Mary and Andrea will coordinate phone calls and emails to get the remaining GIS info**
 - Contact list for those agencies that have not yet provided GIS info
 - Initial feedback on map template – A regional overview map (with an aerial backdrop) will be projected at the workshop; the region will be broken into zones, with each zone represented on a map (displayed on easel for overview/copy on the table for mark-up); potential insets for specific details within the various communities might be needed; for better orientation, the maps will feature major transportation lines and a relief; landmarks, such as schools, parks, and public lands will be shown with simple symbology; **Andrea will compile draft layouts** over the next two weeks, which will be shared via Google Drive for review and comment.

- Other discussion topics – None; next meeting will take place during the first week in January.

1/5/17 Blue Mountain Region Trails – Steering Committee Discussion – #2 – 866-774-5721 passcode 2877236

Steering Committee Members:

Dan Miller
Brad McMasters
Elizabeth Chamberlain
Laurel Sweeney
Randy Hinchliffe
Tom Glover
Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

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rjhinch@gotvc.net; tglover@co.walla-walla.wa.us;
mcampbell@wwcommunitycouncil.org;
cveninga@wwcommunitycouncil.org;
edawson@wwvmpo.org;
abehringer@wwvmpo.org

- Review of Action Items from last meeting:
 - Mary – Reach out to Visit Walla Walla re. financial support for continued web maintenance of BlueZoneTrails site – TABLED
 - Mary & Catherine - Reach out to WWU Graphic Design to gauge interest in logo design – ONGOING – Received feedback during the meeting; WWU is interested and asked for deadline; **logo ideas should be sent to Catherine**
 - Mary & Andrea - Reach out to stakeholders for GIS data – RECEIVED MOST INFO...STILL NEED: Dayton (Dan offered to digitize), Prescott and Waitsburg (Andrea is currently digitizing)
- Consistent Terminology
 - Blue Zone Trails vs. Blue Mountain Region Trails – Duality is ok; any web search will focus on Blue Mountain Region Trails, independent of the chosen web domain; also noted that all four domains (.net, .info, .com, and .org) were bought; “.org” was chosen via poll as the main domain
 - Network of connected, non-motorized trails for recreation and non-motorized transportation vs. Network of (regionwide) non-motorized transportation and trail connections – Based on group consensus, the final wording that will be used throughout all materials is: *“regionwide non-motorized trails and transportation network”*; **Andrea will update wording of the draft materials accordingly**
- Review of Draft Fact Sheet/FAQ
 - Review “Fact Sheet - FAQ” doc in Google Drive’s ‘BlueZoneTrails-Web Material’ folder
 - Comments and suggestions? – Received written comments from Elizabeth and Mary; **Andrea will make revisions in the online doc** as discussed during the meeting
- Review of Draft Project Overview
 - Review “Project Overview” doc in Google Drive’s ‘BlueZoneTrails-Web Material’ folder
 - Comments and suggestions – Received written comments from Mary; **Andrea will use draft text and 11/3/16 press release to make revisions in the online doc** as discussed (including updated list under “Who” to reflect co-applicants, add. jurisdictional entities, and supporting entities); – Portions of the text will be used for the web site, e.g. “Who” will become “About Us”, “When” will be “Timeline”, etc.

- Review of Draft Invitation for Public Workshops
 - Review “First Meeting Flyer-Draft” pdf in Google Drive’s ‘BlueZoneTrails-Web Material/Invitation’ folder
 - “One for all” – Discussed importance of “one invitation for all” workshops to let public know that they can go to any of the four if they have a schedule conflict for the one closest to them
 - Contact names – all SC – There will be no contact names on the invite; if people have questions, they can turn to the email sender
 - Comments and suggestions – **Andrea will make final revisions;**
Elaine will contact MPO’s translator to translate the invitation into Spanish (if MPO contact can’t do it not later than 1/11/17, Mary will contact CC’s translators; Tom said that one of the County staff could translate too);
Elizabeth will ask David if he could prepare a press release by 1/11/17 to accompany the invitation;
Mary will contact local newspapers – Laurel will contact Valley Herald’s Sherry;
Elizabeth will check with David on best format for inclusion of the invitation in the body of an email (rather than as attachment);
 Once materials are final, **Elizabeth and Tom offered to distribute** at their Rotary meetings;
Mary will ask ITF members if they can help disseminate invitation posters
 – At this time, the meeting dates and locations are freely shared, but we were holding off on the official unveiling of the invitation poster and accompanying press release until 1/16/17 - exactly (and no later than) two weeks ahead of the first workshop.

- Discussion of Workshop Logistics (Snacks, Translation, Child Care, etc.)
 - Date, Time, and Location (**Brad joined mtg/call**)
 - January 30 – Best Western, 507 E Main St, Dayton – **Brad was thinking Pizza; Brad will work on setting up childcare; Mary will ask Ines to do translation**
 - January 31 – County Fairgrounds Community Bldg, 363 Orchard St, Walla Walla – **Tom, Elizabeth, and Port will coordinate on refreshments; Elizabeth will check with Debra Peters** on potential childcare providers; **Tom volunteered Admin. Assistant** for childcare
 - February 1 – Community Bldg, 109 NE 5th St, Milton-Freewater – **Laurel will check on refreshment, childcare, translation specifics with the City**
 - February 2 – Columbia Middle School Commons, 755 Maple St, Burbank – **Mary confirmed that the Partnership for Greater Burbank will be providing all services**
 - Translation by location? Sharing of associated cost (workshop translation and documents)? – **Mary already reserved the headsets from the school district; Mary will check if that includes both sets for all four evenings**
 - Childcare Providers by location? (see above)
 - Snacks by location? – E.g. water, cookies, crackers, etc. (see above)
 - Workshop Format - e.g. short presentation with boards for individual exploration
 - project info, planning process, guidelines, environmental feasibility analysis – **Workshop format, materials, and maps will be discussed at an extra meeting on January 9; Andrea will send Outlook meeting invite;** initial discussion favored having facilitators at the map tables
 - Speakers – Sidewalks/Bike Routes & Trails – **We need two volunteers with specialized expertise on these topics to help the “main” presenter**
 - Materials –
 - WWVMPO: 8 easels and foam board to mount maps, laptop, projector, projector screen, extension cord, markers
 - Community Council: 6-8(?) easels and foam board to mount maps, markers

- Cty Walla Walla: Map plots and plot of 'Welcome Sign' – Might also need explanatory boards
 - Other items?

- Review of Draft Maps for Workshops
 - See "BMRT_BaseMapAerial" and "BMRT_BaseMap" pdfs in Google Drive's 'BlueZoneTrails-Web Material/Map Templates' folder
 - The following "zones" are envisioned: - Approximately 16 zonal maps will be produced, but details will be discussed at the next meeting; **Andrea will send a test map to Elizabeth** for plotting to E-size... to be reviewed at the 1/9 meeting;
 - To save plotter cost, a plastic overlay was discussed which allows for reuse of the maps
 - 1 for each community (Burbank, College-Place, Dayton, Milton-Freewater, Prescott, Waitsburg, Walla Walla [possibly 2]) – will include Parks, CBD, Museums/Attractions, Schools
 - 2 to 3 for Umatilla National Forest
 - Wooten Wildlife Area
 - Rainwater Wildlife Area
 - McNary National Wildlife Refuge
 - Charbonneaux Dock area
 - Lyons Ferry area – Also show Palouse Falls and Columbia Plateau Trails just outside of the study area

- Discussion of Draft Web Site
 - "BlueZoneTrails.org" is our main site; redirects will be placed from other domains
 - Elaine is currently designing the site – **Andrea and Elaine will coordinate** on design elements and colors for the web and project's PowerPoints; **Mary will get Andrea in touch with local photographers** who have images that can be used for the web and presentations
 - Materials to date:
 - FAQ
 - Project Overview
 - Invitation
 - 11/3/16 Press Release

- Other discussion topics – A 10-minute spot was reserved for a BMRT presentation at the next EDAC meeting on 1/24/17

1/9/17 Blue Mountain Region Trails – Steering Committee Discussion – #3 – 866-774-5721 passcode 2877236

Steering Committee Members:

Dan Miller
Brad McMasters
Elizabeth Chamberlain
Laurel Sweeney
Randy Hinchliffe
Tom Glover
Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

dan_miller@nps.gov; brad@portofcolumbia.org;
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rjhinch@gotvc.net; tglover@co.walla-walla.wa.us;
mcampbell@wwcommunitycouncil.org;
cveninga@wwcommunitycouncil.org;
edawson@wwwmpo.org;
abehringer@wwwmpo.org

- Review of 1/5/17 Action items
 - ALL – Logo ideas to Catherine (WWU Graphic Design Dpt. Is onboard) - ONGOING - Elaine and Andrea will provide screenshots of the Web design and the PowerPoint for WWU
 - Mapping
 - Dan – Dayton digitizing - ONGOING
 - Andrea – Prescott and Waitsburg digitizing - ONGOING
 - Material Prep
 - Andrea – Revised FAQ - ONGOING
 - Andrea – Revised Project Overview - ONGOING
 - Andrea – Revised Invitation – COMPLETE
 - Public Workshop Prep
 - Elaine – Initiate Spanish translation of invitation – COMPLETE (translation will be complete 1/11)
 - Elizabeth – Ask David to draft press release - COMPLETE (will have press release 1/11); Mary will have Ines translate into Spanish
 - Mary – Contact newspapers - ONGOING; Brad will contact Loyal and Michele
 - Laurel – Contact Valley Herald - COMPLETE
 - Mary – Ask ITF members to distribute posters - ONGOING
 - Andrea – Prep PowerPoint for 1/24 EDAC mtg. - ONGOING
 - FYI - Elaine asked Valley Transit about placing invitation poster on the buses – It's a go. Need to prep 12 card stock 11X17" prints. - Elaine and Andrea will have posters printed
 - Workshop Logistics
 - Brad – Childcare for Dayton mtg. - COMPLETE; still finalizing childcare arrangements
 - Mary – Translation for Dayton - COMPLETE; Ines is available
 - Elizabeth – Childcare for Walla Walla mtg. - ONGOING; Elizabeth will contact Sidney (new contact from Catherine)
 - Laurel – Check with City on refreshments, childcare, and translation for Milton-Freewater mtg. - ONGOING; refreshments and translation secured; Laurel will check on childcare
 - Mary – Check with School District on # of headsets for all 4 mtgs. - COMPLETE
 - Draft Maps
 - Andrea – Send test map to Elizabeth for plotting; to be reviewed at 1/9 SC mtg. - COMPLETE
 - Web Site
 - Elaine and Andrea – Coordinate Web and Presentation design - COMPLETE
 - Mary will provide contacts for pics (for WEB and PPT)

- Public Workshop Announcement
 - Roll-out of Public Workshop – timing and other considerations - **Andrea will send invitation pdf to everyone after the meeting and will follow up with Spanish translation on 1/11; invitation needs to be sent to colleges for distribution: Catherine – WWCC, Mary – Whitman, Elizabeth – Walla Walla U; need to also contact schools: Community Council’s intern Elise was suggested as responsible party**
 - 1/24 EDAC Mtg. – Need PowerPoint presentation; group presenters? - **Andrea will draft presentation and post on Google for group review and comment**

- Discussion of Public Workshop Format and Materials
 - Discussion starter
 - Short presentation (10-15 min) with **same content** boards for individual exploration - project **overview, timeline, feasibility analysis, map markup guidelines, and next steps (also as last slide WITH new URL for web site)**
 - Need Potential Speakers – Sidewalks/Bike Routes & Trails - **Dan will talk about Non-motorized Trails; Andrea will talk about Safe Routes to School, Sidewalks, and Bike Routes; (need to be prepared for “Land Consideration” question) Intro will be provided by each hosting entity: Elizabeth, Tom, and Jon will present in Walla Walla; Elizabeth will contact Jon to catch him up; Brad will contact Karen and Greg regarding workshop opening remarks; Laurel will contact Gina and Bob for the same; Mary will contact Ethan (cc Tom)**
 - Materials –
 - WWVMPO: 8 easels and foam boards to mount maps, laptop, projector, projector screen, extension cord, markers, **map table tents**
 - Community Council: **Sign-in Sheets, Name Tags, Pens**
 - Cty Walla Walla: Map plots and plot of ‘Welcome Sign’ – also need explanatory boards
 - Other items? **Table Clothes?**

- Review of Example Map and Definition of Map Zones
 - Review test map
 - **Need inset borders for orientation**
 - Discuss zones – **2 sets (10 each) are needed of the following: Regional map with insets; N, E, S, W Natural Resource Area Maps with parking, sidewalks, trails, camp sites, etc.; Community-centric maps with schools, parks, other sites, etc.; Andrea will finalize maps and send to Elizabeth on or before Friday AM**
 - Regional map (include Palouse Falls and Columbia Plateau Trail)
 - 1 for each community (Burbank, College-Place, Dayton, Milton-Freewater, Prescott, Waitsburg, Walla Walla [possibly 2]) – include Parks, CBD, Museums/Attractions, Schools
 - 2 to 3 for Umatilla National Forest
 - Wooten Wildlife Area
 - Rainwater Wildlife Area
 - McNary National Wildlife Refuge
 - Charbonneaux Dock area
 - Lyons Ferry area
 - Discuss use of Plastic Overlay - **Elizabeth found tracing paper/vellum on Amazon; ~ \$20-roll will cover 4 maps; will need to experiment with markers to avoid smudging**

1/19/17 Blue Mountain Region Trails – Steering Committee Discussion – #4 – 866-774-5721 passcode 2877236

Steering Committee Members:

Dan Miller
Bob Waldher
Brad McMasters
Elizabeth Chamberlain
Laurel Sweeney
Randy Hinchliffe
Tom Glover
Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

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cveninga@wwcommunitycouncil.org;
edawson@wwvmpo.org; abehringer@wwvmpo.org

- Review of 1/5/17 Action items
 - ALL – **Logo ideas to Catherine (WWU Graphic Design Dpt. Is onboard) - ONGOING - Elaine and Andrea will provide screenshots of the Web design and the PowerPoint for WWU**
 - Mapping
 - **Dan – Dayton digitizing - ONGOING**
 - **Andrea – Prescott and Waitsburg digitizing - ONGOING**
 - Material Prep
 - **Andrea – Revised FAQ - ONGOING**
 - **Andrea – Revised Project Overview - ONGOING**
 - Andrea – Revised Invitation – COMPLETE
 - Public Workshop Prep
 - Elaine – Initiate Spanish translation of invitation – COMPLETE (translation will be complete 1/11)
 - Elizabeth – Ask David to draft press release - COMPLETE (will have press release 1/11); **Mary will have Ines translate into Spanish**
 - **Mary – Contact newspapers - ONGOING; Brad will contact Loyal and Michele**
 - Laurel – Contact Valley Herald - COMPLETE
 - **Mary – Ask ITF members to distribute posters - ONGOING**
 - **Andrea – Prep PowerPoint for 1/24 EDAC mtg. - ONGOING**
 - *FYI - Elaine asked Valley Transit about placing invitation poster on the buses – It's a go. Need to prep 12 card stock 11X17" prints.* - **Elaine and Andrea will have posters printed**
 - Workshop Logistics
 - Brad – Childcare for Dayton mtg. - COMPLETE; still finalizing childcare arrangements
 - Mary – Translation for Dayton - COMPLETE; Ines is available
 - **Elizabeth – Childcare for Walla Walla mtg. - ONGOING; Elizabeth will contact Sidney** (new contact from Catherine)
 - **Laurel – Check with City on refreshments, childcare, and translation for Milton-Freewater mtg. - ONGOING;** refreshments and translation secured; **Laurel will check on childcare**
 - Mary – Check with School District on # of headsets for all 4 mtgs. - COMPLETE
 - Draft Maps
 - Andrea – Send test map to Elizabeth for plotting; to be reviewed at 1/9 SC mtg. - COMPLETE
 - Web Site
 - Elaine and Andrea – Coordinate Web and Presentation design - COMPLETE

- **Mary will provide contacts for pics** (for WEB and PPT)

- Public Workshop Announcement
 - Roll-out of Public Workshop – timing and other considerations - **Andrea will send invitation pdf to everyone after the meeting and will follow up with Spanish translation on 1/11; invitation needs to be sent to colleges for distribution: Catherine – WWCC, Mary – Whitman, Elizabeth – Walla Walla U; need to also contact schools: Community Council’s intern Elise was suggested as responsible party**
 - 1/24 EDAC Mtg. – Need PowerPoint presentation; group presenters? - **Andrea will draft presentation and post on Google for group review and comment**

- Discussion of Public Workshop Format and Materials
 - Discussion starter
 - Short presentation (10-15 min) with **same content** boards for individual exploration - project **overview, timeline, feasibility analysis, map markup guidelines, and next steps (also as last slide WITH new URL for web site)**
 - Need Potential Speakers – Sidewalks/Bike Routes & Trails - **Dan will talk about Non-motorized Trails; Andrea will talk about Safe Routes to School, Sidewalks, and Bike Routes; (need to be prepared for “Land Consideration” question) Intro will be provided by each hosting entity: Elizabeth, Tom, and Jon will present in Walla Walla; Elizabeth will contact Jon to catch him up; Brad will contact Karen and Greg regarding workshop opening remarks; Laurel will contact Gina and Bob for the same; Mary will contact Ethan (cc Tom)**
 - Materials –
 - WWVMPO: 8 easels and foam boards to mount maps, laptop, projector, projector screen, extension cord, markers, **map table tents**
 - Community Council: **Sign-in Sheets, Name Tags, Pens**
 - Cty Walla Walla: Map plots and plot of ‘Welcome Sign’ – also need explanatory boards
 - Other items? **Table Clothes?**

- Review of Example Map and Definition of Map Zones
 - Review test map
 - **Need inset borders for orientation**
 - Discuss zones – **2 sets (10 each) are needed of the following: Regional map with insets; N, E, S, W Natural Resource Area Maps with parking, sidewalks, trails, camp sites, etc.; Community-centric maps with schools, parks, other sites, etc.; Andrea will finalize maps and send to Elizabeth on or before Friday AM**
 - Regional map (include Palouse Falls and Columbia Plateau Trail)
 - 1 for each community (Burbank, College-Place, Dayton, Milton-Freewater, Prescott, Waitsburg, Walla Walla [possibly 2]) – include Parks, CBD, Museums/Attractions, Schools
 - 2 to 3 for Umatilla National Forest
 - Wooten Wildlife Area
 - Rainwater Wildlife Area
 - McNary National Wildlife Refuge
 - Charbonneaux Dock area
 - Lyons Ferry area

- Discuss use of Plastic Overlay - Elizabeth found tracing paper/vellum on Amazon; ~ \$20-roll will cover 4 maps; **will need to experiment with markers to avoid smudging**

8/30/17 Blue Mountain Region Trails – Steering Committee Discussion – #5
For those unable to attend in person, please dial in: 712.770.4678 Access164345

Steering Committee Members:

- Dan Miller
- Bob Waldher
- Brad McMasters
- Elizabeth Chamberlain
- Laurel Sweeney
- Randy Hinchliffe
- Tom Glover
- Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

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tglover@co.walla-walla.wa.us;
mcampbell@wwcommunitycouncil.org;
cveninga@wwcommunitycouncil.org;
edawson@wwvmpo.org; abehringer@wwvmpo.org

- At a previous large group meeting, Elizabeth suggested potential use of Community Remarks® site (<https://communityremarks.com> or <https://www.communityremarks.com/wallawalla/index.php>) for our upcoming online outreach related to the draft BMRT network. See snapshot of user interface below.



- These questions need to be answered:
 - What will be the “MyCommunity” extension to www.communityremarks.com?
 - Right not, everything is branded “Walla Walla 2040.” Would it be possible to change the branding? [Per Community Remarks \(Crystal\)](#) – a rebranding is absolutely possible. You can reset all the settings for the next project.
 - Would there be any extra cost for the City of Walla Walla? Was a one-time use purchased (\$1995 or \$2720) OR the year-long subscription (\$5,845)? [Per Elizabeth](#) – the City purchased the \$2720-basic-plus level.
 - If the BMRT info is “hosted” by the City of Walla Walla, will City staff...
 - Upload the KMLs/KMZs and customize the site/display/placemarks?
 - Monitor incoming comments? [Per Community Remarks \(Crystal\)](#) – all comments are monitored in real-time. Community Remarks doesn’t vet comments except for when they contain curse words, which in that case the comment will not go into the system. Staff at Community Remarks read all comments as they are posted and can make adjustments immediately.
The system has the capability for another admin email address to receive comments in real-time. The comment, image, link are emailed and contains edit/delete buttons linking directly to the admin to make adjustments as needed for that comment.
 - If the City purchase a one-time use, how would the BMRT team pay for a “basic” license (\$1995)?
(Please note, Community Remarks® may be able to offer a discount if site is needed for less than 3 months (as stated on the “Pricing” tab) or if service is provided to an MPO (as stated in the “FAQ” tab).) [Per Community Remarks \(Crystal\)](#) – a discount is offered to MPOs when they purchase more than one “license” for concurrent projects/studies.
 - Can Community Remarks® use shape files or does everything have to be converted to KML and KMZ layers? [Per Elizabeth](#) – the City had to send KMZ and csv files (not ArcGIS). [Per Community Remarks \(Crystal\)](#) – if we have some published ArcGIS files as GeoJSON/JSON, they can be fed into Community Remarks in real-time.
 - Security and redundancy would be provided by Community Remarks® if hosted on their server.
- Discussion of Needed Materials
 - We need an “Intro” statement. [Catherine’s draft](#) –

We need your help! We are pleased to share a draft of the Blue Mountain Regional Trails Plan, a regional non-motorized transportation and trails network. Our current objective is to refine the draft network by determining suitability of use and identifying potential concerns. As we look at specific, street-level connections, we ask for your input in the following areas:

General: Do you have any general comments about this project that you would like to share?

Route-specific: Are the proposed trails suitable for particular uses – walking, road cycling, mountain biking, horseback riding?

Location-specific: What potential issues need to be considered at this location? For example, are there blind corners, steep inclines, safety concerns, accessibility issues, potential conflicts between different types of users?

Future use: Are there route locations that should be considered for inclusion in future BMRT network updates?

- Should we create and link to short presentation with project overview and timeline?? [We'll link back to bluezonetrails.org.](#)
- How will we parse out/ present our “projects”? (Also see bullets in “Project/Connection Presentation”.) [Use same routes/extents as with the May workshop](#)
 - Do we want to use the same names as we did at the last round of workshops (for consistency purposes)? [Yes; explain forest, river, and community route distinctions](#)
- What type of input/comments would we like to receive? (Please note: The City of Walla Walla allowed comments on the map, general comments – not specifically tied to a location, and provided a direct link to a survey (hosted by Survey Monkey®)
 - Project/connection-specific?
 - Mapped comments not directly tied to a project/connection? (If such restriction is possible!?)
 - General comments?
 - Additional locations for more connections? – [Yes, to all of the above!](#)
- Project/Connection Presentation
 - The City used –
 - Start and end year
 - Project Fund
 - Project Program (aka Type)
 - Grant vs. local funds and total cost
 - For our connections, it would make sense to use – [For BMRT projects: name, description \[Elaine is currently working on the descriptions pending additional info from some of our stakeholders\], status \(existing, needs improvement, planned\), type of surface, type of use \(walk, bike, hike, ride, multi-use, accessible\); omit cost information](#)
 - “Owner” – one or more jurisdictions
 - Type – bike, ped, hike, mountain bike, horseback, multi-use, off-road, paved, etc.
 - Would seem best to include surface and use type?!
 - Status – planned vs. existing
 - Estimated cost of improvement!?
 - If a separate project/connections list is created, then Google Street View images are provided (where available)

[Additional questions answered by Community Remarks \(Crystal\):](#)

- [For Spanish, we can do 1 of 2 things. We could either create an entirely Spanish translated site by hand or we can utilize Google Translate to translate the English version into Spanish. Right now, the translate button is at the bottom of the page but we would move that to the top or create a Spanish button that utilizes Google translate.](#)

9/12/17 Blue Mountain Region Trails – Steering Committee Discussion – #6
For those unable to attend in person, please dial in: 712.770.4678 Access 164345

Steering Committee Members:

Dan Miller
Bob Waldher
Brad McMasters
Elizabeth Chamberlain
Laurel Sweeney
Randy Hinchliffe
Tom Glover
Andrea Weckmueller-Behringer
(Mary Campbell, Catherine Veninga, Elaine Dawson)

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mcampbell@wwcommunitycouncil.org;
cveninga@wwcommunitycouncil.org;
edawson@wwvmpo.org; abehringer@wwvmpo.org

- Catching up on regional connections –
 - Walla Walla County – has the determination of use/design options concluded?
 - Columbia County – any news on the discussion of the regional corridors?
 - Anything new on Hwy 11 in Milton-Freewater (Main between S 8th and S 12th)?
 - Awaiting USACE and WSDOT feedback...
- ... Drop-dead date for moving forward
- Potential impact on timing

- Community Remarks® site – use of Walla Walla site compatible with BMRT timeline
 - Lead time for needed information
 - Spanish interpretation

- Discussion of “Intro” statement
- Link to project website –
 - What changes need to be made to the FAQ - <http://www.bluezonetrails.org/faq.html>
 - <http://www.bluezonetrails.org/timeline.html> has to be updated to reflect new timeline for outreach (affects Phase 4 and 5)
 - Updates have to also be made to the Spanish project overview - <http://nebula.wsimg.com/847cc7db364a049a7e775a3afdb0a8c3?AccessKeyId=3DA9BECDE71E AFF19021&disposition=0&alloworigin=1>
 - Should we **add new material** to the site, such as public input map (compiled from 1st round of workshops), cost overview, pictures from second round of workshops, etc.?

- Anything else?

Sidewalk & Bike Route Analysis Methodology Meeting

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

March 16, 2017
10:00 a.m. to 12:00 p.m.
WWVMPO/SRTPO Office, 107 S 3rd Ave, Walla Walla

SIDEWALK & BIKE ROUTE ANALYSIS METHODOLOGY DISCUSSION
AGENDA

A. Welcome and Introduction of Attendees

B. Project Background

1. Project overview
2. Timeline and major milestones
3. Upcoming - Jurisdictional Meetings

C. Accomplishments to Date

1. Data collection and compilation
2. Mapping inclusive of all non-motorized infrastructure
3. 1st round of public outreach –
 - Four public workshops, two Spanish workshops, and several stakeholder meetings

D. Meeting Purpose

1. Determine a methodology to assist in identification of bicycle and pedestrian priority areas
 - Review of commonly used criteria
 - GIS-based analysis
 - Application of weighting factors

E. Determination of Evaluation Criteria and Thresholds

1. Population – persons per square mile – what is our critical density value? – consider age or disability?
2. Schools – 1-mile buffer – include primary schools only OR all schools?
3. Parks – ¼- to 1-mile buffer?
4. Activity Centers – what do we consider important to walking and biking and should be included?
5. Retail or Other Employment – could be included in lieu of activity centers?
6. Transit Routes/Stops – ¼-mile buffer?
7. Roadway classification – use in lieu of roadway width, vehicle volume, and speed limit?

F. Project Tie-in with Local Comprehensive Plans

1. Roundtable discussion - What can the project team do to assist with the integration of project recommendations into each jurisdiction's Comprehensive Plan?

Blue Mountain Region Trails – Ridges, Towns, and Rivers
National Park Service - Rivers, Trails, and Conservation Assistance-Supported Plan Development

SIDEWALK & BIKE ROUTE ANALYSIS METHODOLOGY DISCUSSION

March 16, 2017 - Meeting Summary

Attendees: City of College Place – Robert Gordon
 City of Dayton – Karen Scharer
 City of Milton-Freewater – Laurel Sweeney
 City of Waitsburg – Randy Hinchliffe
 City of Walla Walla – Elizabeth Chamberlain, Neal Chavre
 Columbia County – Andrew Woods, Greg Abramson
 Walla Walla County – Randy Glaeser, Tom Glover
 Oregon Department of Transportation – Teresa Penninger
 WWVMP/ORTPO – Andrea Weckmueller-Behringer, Elaine Dawson

After everyone introduced themselves, Andrea provided a quick overview of the project background, the growing number of stakeholders, and project timeline. Accomplishments to date were discussed, which included data collection; mapping of multi-jurisdictional, non-motorized infrastructure; and the completion of the first round of public outreach, which included over 450 participants and approximately 900 individual comments, of which the majority was related to trails.

As much fewer comments related to bike routes and sidewalks were received, the purpose of the region-wide, planning-engineering meeting was to capture the desired methodology that would be used to discern high priority need areas for sidewalk and bicycle improvements within the communities. The initial focus was on the various criteria used by entities around the country, as captured in the previously distributed overview matrix.

Following extensive discussion, the meeting attendees agreed to use the criteria shown in the table below - without additional weighting - for the purpose of GIS-based priority/need analysis:

<i>Criterion</i>	<i>Description</i>	<i>Sidewalk Priority Analysis</i>	<i>Bike Route Priority Analysis</i>	<i>Information Only</i>
Population	Persons per Square Mile			X
Senior Housing, Assisted Living, Medical Complexes, Hospitals	½-mile buffer – graduated* priority level	X		
Household Income	Areas with 15 th to 20 th Percentile of County Value	X	X	
Primary & Secondary Schools, Colleges & Universities	1-mile buffer - graduated* priority level	X	X	
Public-Access - Parks, Golf Course, Sports Complex, Cemeteries	½-mile buffer – graduated* priority level	X	X	
Main Street or Downtown Area	Inclusive of 1-“city” block buffer	X	X	
Historical Sites	Districts, Buildings, etc.			X
Major Employers	Locations with 100 or more employees			X
Proximity to Trails	¼-mile buffer to existing trailhead or trail	X	X	

<i>Criterion</i>	<i>Description</i>	<i>Sidewalk Priority Analysis</i>	<i>Bike Route Priority Analysis</i>	<i>Information Only</i>
Fixed Route Transit	¼-mile buffer around stops	X	X	
Roadway	Functional Classification			X
	Posted Speed Limit			If available
	Vehicle Volumes			If available
Pedestrian Crossings	(Data is only available for the City of Walla Walla)			X

*Inversely proportional to distance

The information gained through the proposed analysis would then be used in each of the jurisdictional meetings scheduled over the course of the next few weeks. Info presented at the meetings would also include a mapped overview of all of the public comments received during the first round of outreach, the inventory of already existing non-motorized transportation and trail infrastructure, as well as any planned projects.

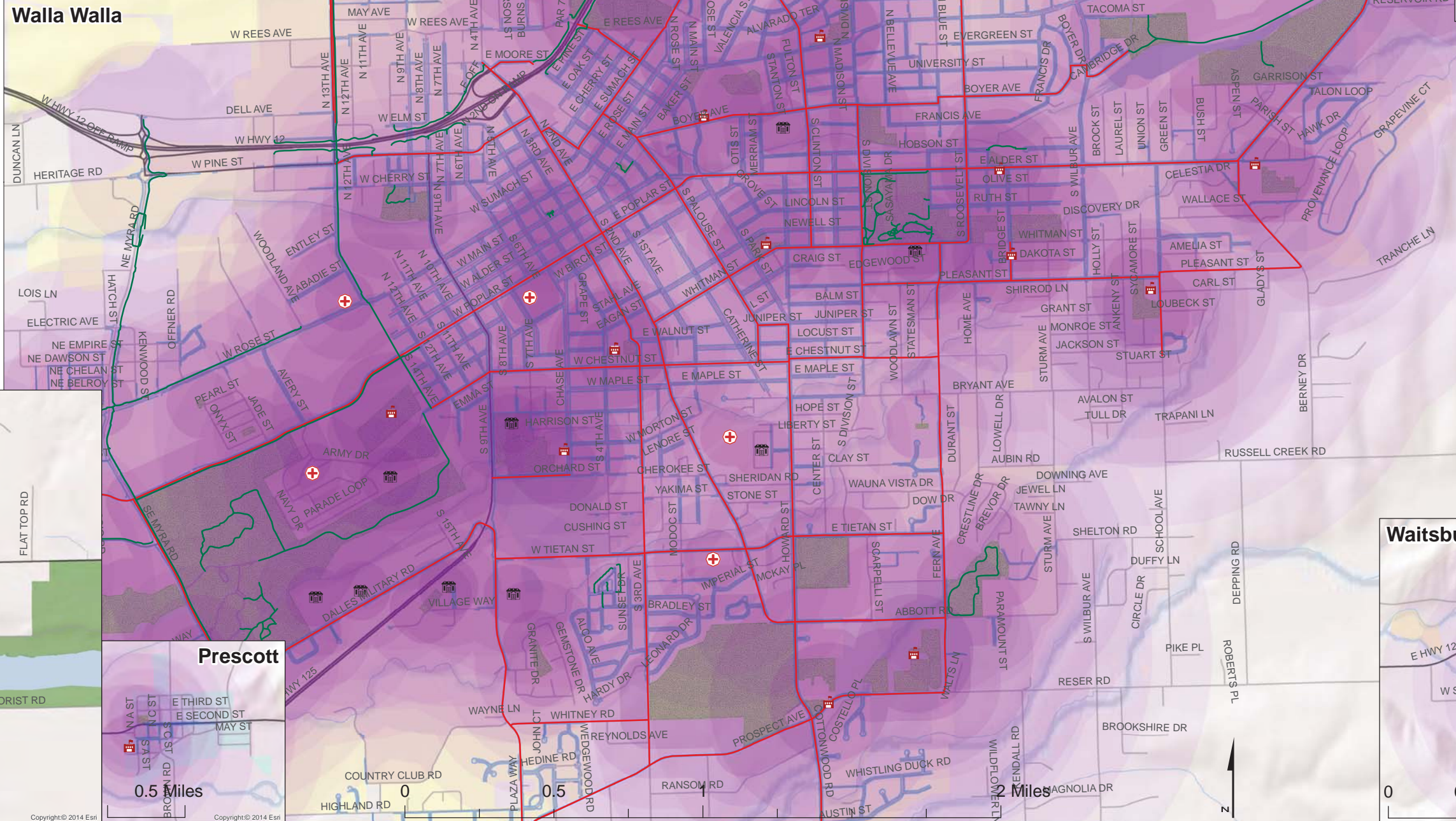
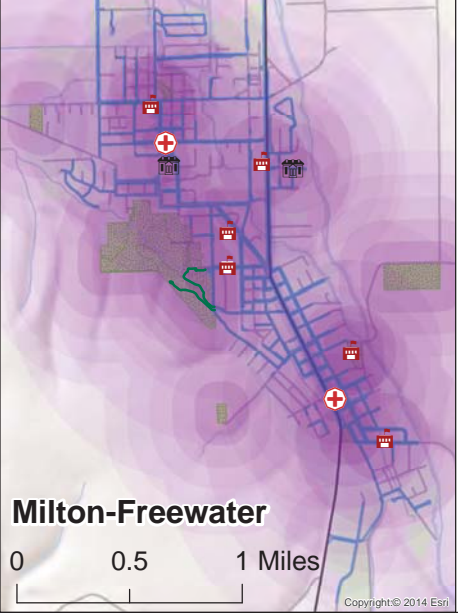
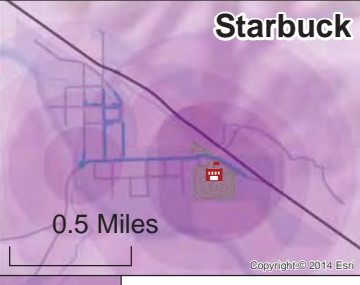
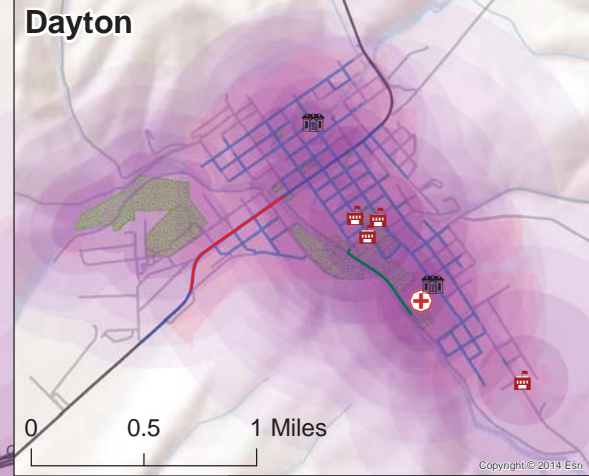
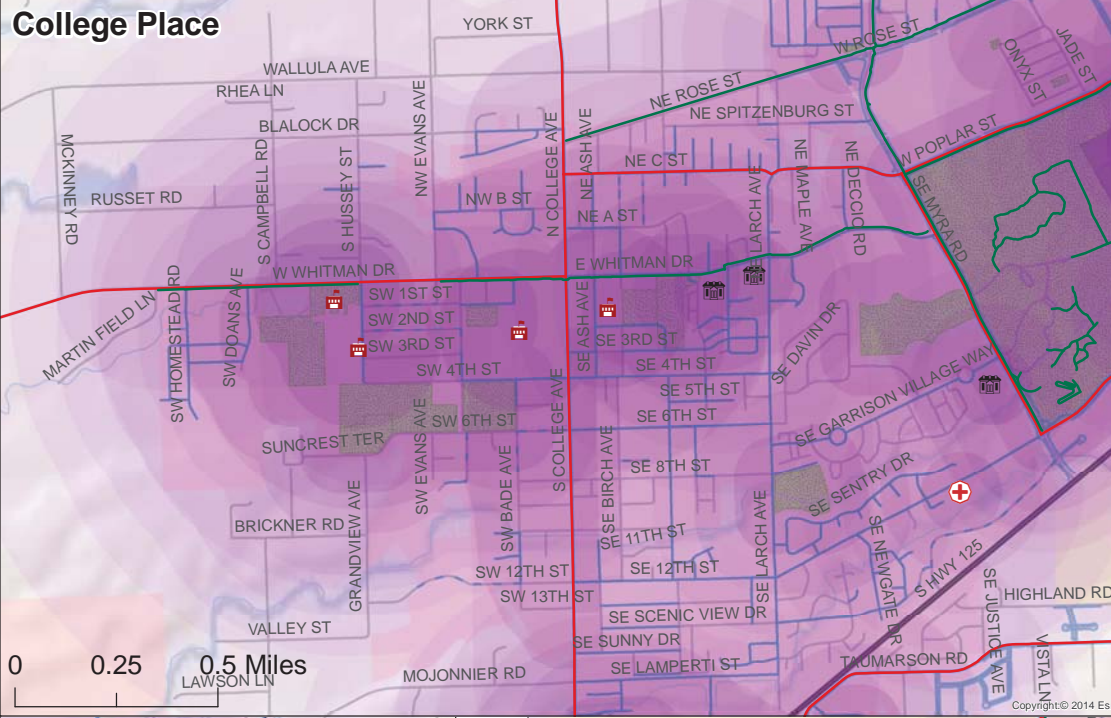
In the interest of time, the roundtable discussion of local comprehensive plans was omitted. Andrea just briefly reiterated that all materials produced as part of the Blue Mountain Region Trails planning effort will be freely shared among all stakeholders, and that MPO/SRTPO staff was interested in providing additional assistance as requested.

The group agreed to provide feedback on the draft meeting summary and determined that an additional meeting was not needed.

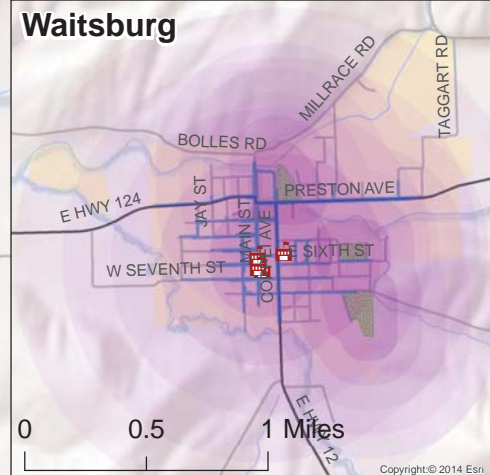
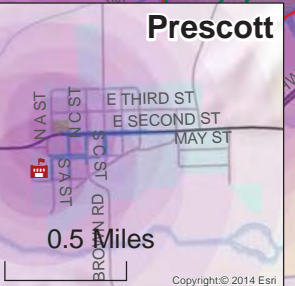
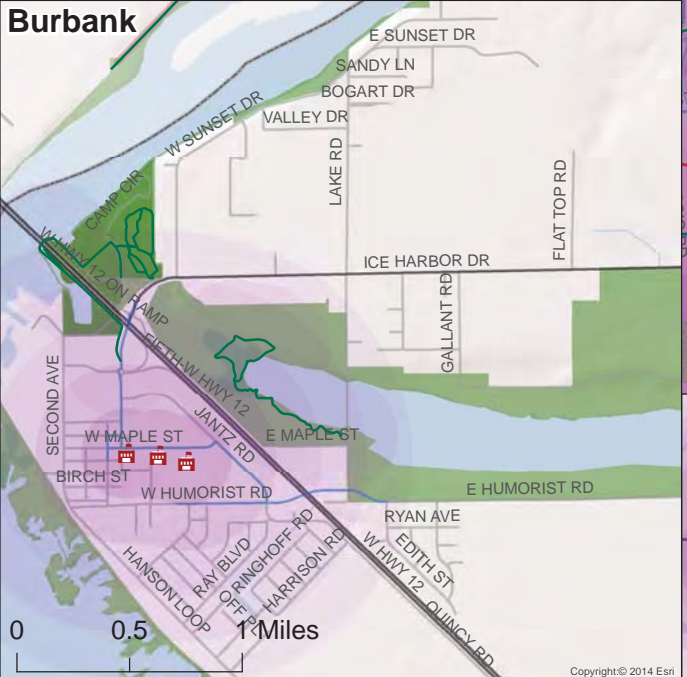
Summary of Action Items:

- City of Milton-Freewater:
 - Will provide transit stop information
 - Will research and provide large employer sites in Milton-Freewater (and nearby)
- City of Walla Walla:
 - Will check with Employment Security Department contact related to large employer sites
 - Will provide crossing information ahead of jurisdictional meetings
- ODOT:
 - Will check on availability of Strava data used by ODOT
 - Will check on availability of Google Maps speed data
- Walla Walla Valley MPO/SRTPO:
 - Will check Port of Walla Walla's information on large employers in Walla Walla County
 - Will complete GIS-based analysis ahead of the jurisdictional meetings

Blue Mountain Region Trails Sidewalks and Bike Routes - Needs Overlay

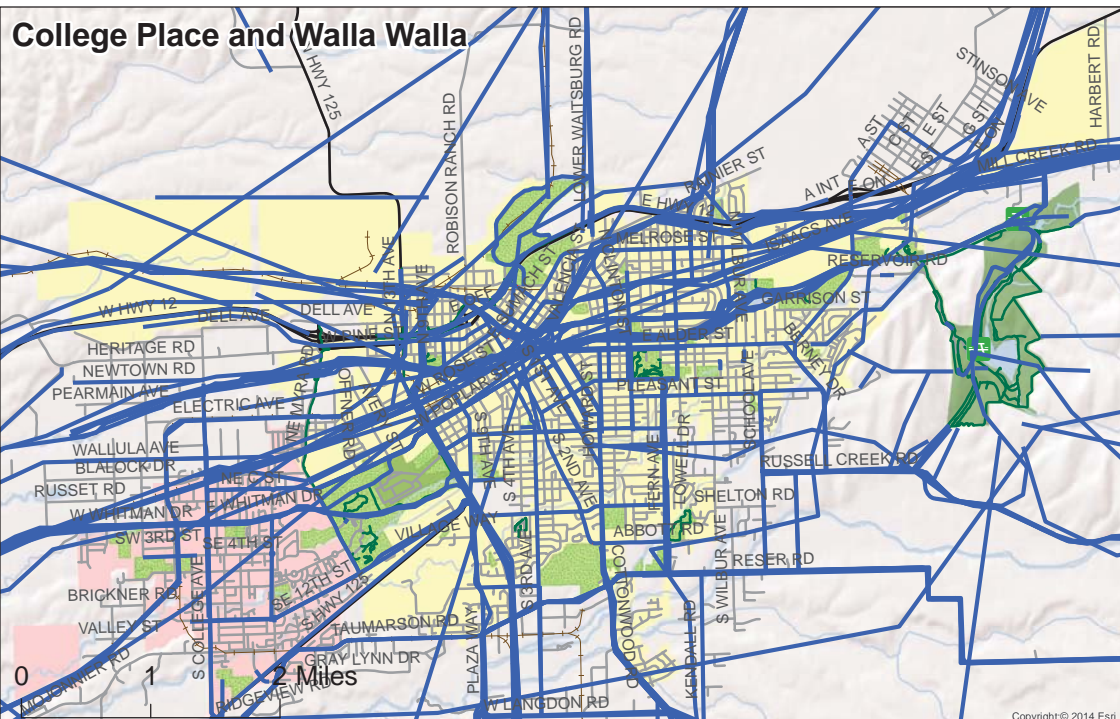


- In order of Appearance**
- School-College
 - Senior Housing-Center
 - Medical Facility
 - Existing Trail/Path
 - Existing Bike Route
 - Existing Sidewalks
- Needs Intensity**
- Low
 - Moderate
 - High Need
- Other Features**
- State Highways
 - Local Public Roads
 - Parks - Open Space
 - Water Features

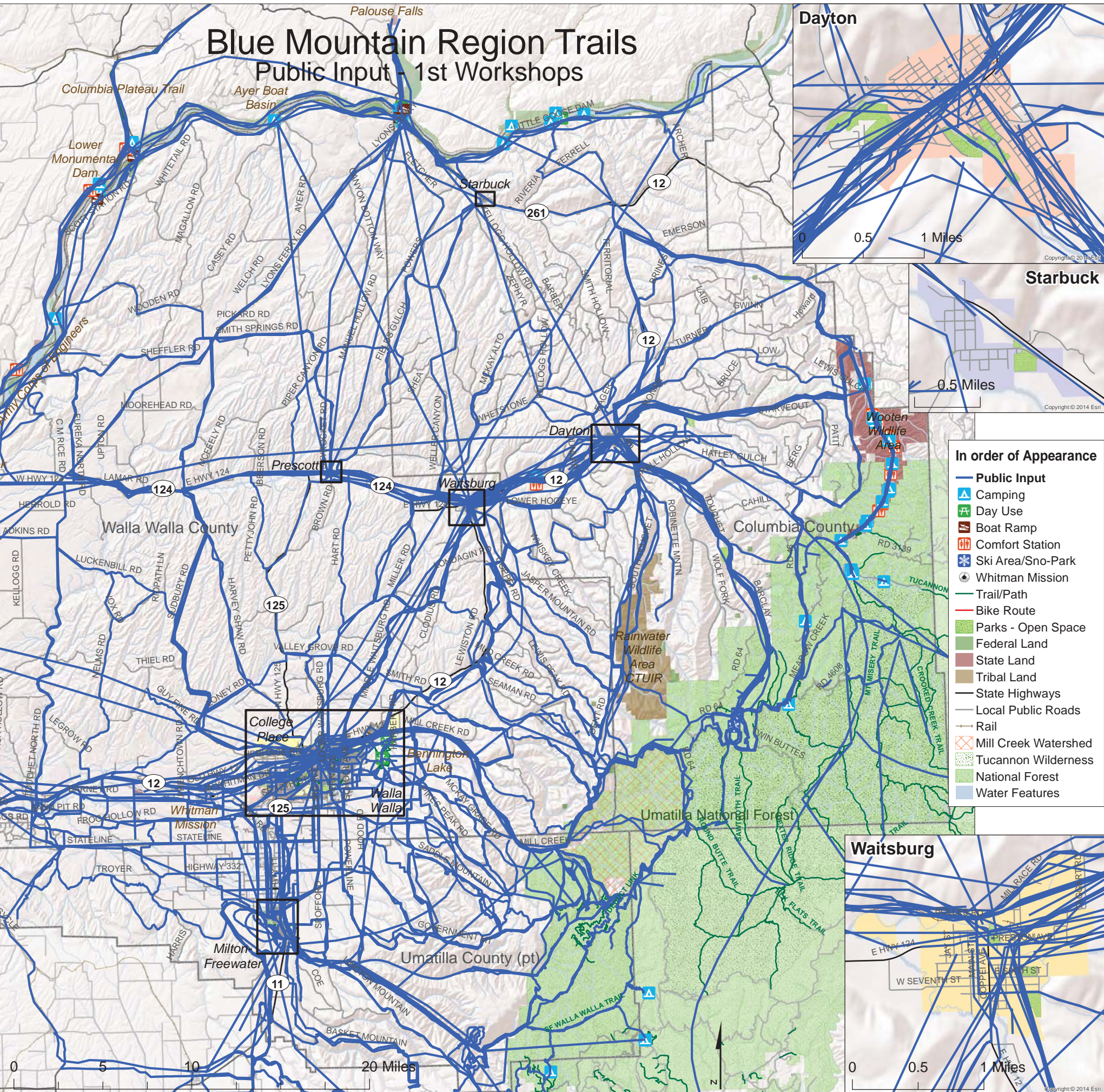


Jurisdictional Meetings

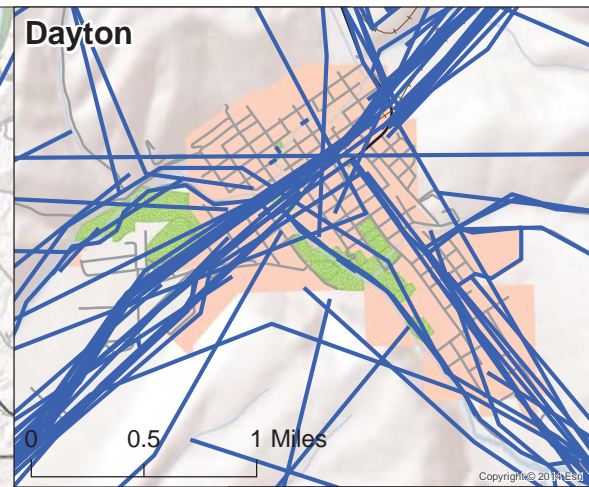
College Place and Walla Walla



**Blue Mountain Region Trails
Public Input - 1st Workshops**



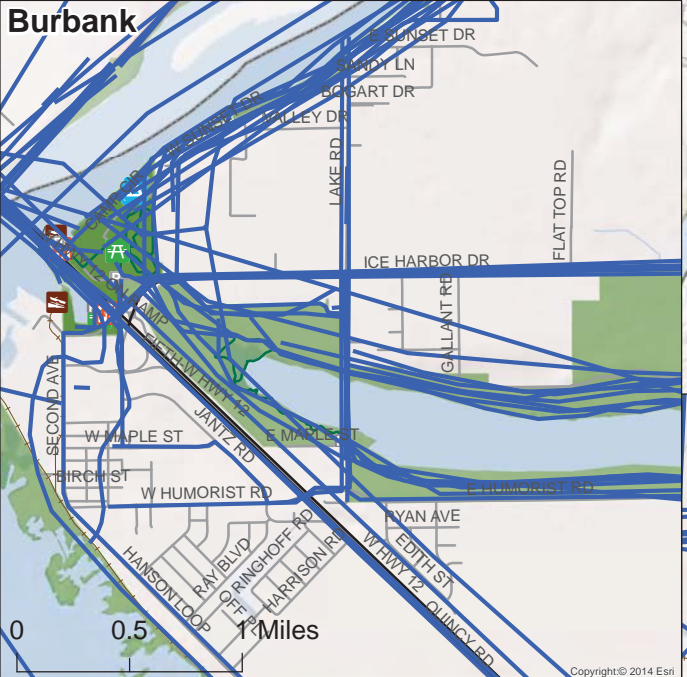
Dayton



Starbuck



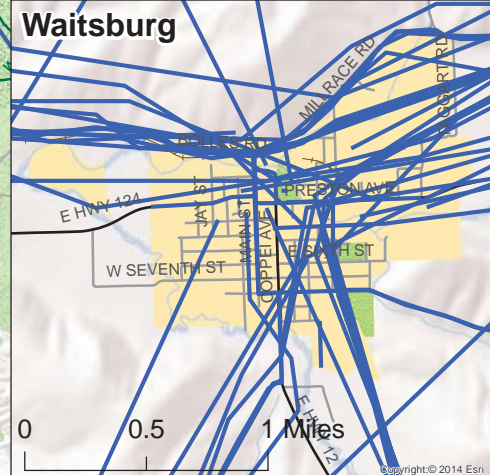
Milton-Freewater



Burbank



Prescott



Waitsburg

In order of Appearance

- Public Input
- Camping
- Day Use
- Boat Ramp
- Comfort Station
- Ski Area/Sno-Park
- Whitman Mission
- Trail/Path
- Bike Route
- Parks - Open Space
- Federal Land
- State Land
- Tribal Land
- State Highways
- Local Public Roads
- Rail
- Mill Creek Watershed
- Tucannon Wilderness
- National Forest
- Water Features

BMRT – Jurisdictional Meeting

Entity: Bluewood Ski Resort

Date: March 27, 2017

Participants: Kim Clark, Bluewood Manager
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Bluewood is located within the Umatilla National Forest and operates under a special use permit. It is completely off-grid, having to rely on its own power generator for all electricity needs.

The Bluewood area is open to the public for non-motorized uses; however, as operations are restricted to a few days throughout the summer, the gates to Bluewood may be closed at any given time. Parking in the Sno Park lot is free during the summer. A small camp area and vault toilets are located nearby.

The special use permit encompasses 1,600 acres, of which 270 acres are currently used by trails. Three years ago, a congressional bill related to summer use of ski areas was passed. In order to set Bluewood up for usage during the summer, an additional, smaller generator would allow lodge operation and the conversion of the lift to accommodate bicycles would cost approximately \$50,000 and would require a National Environmental Protection Act (NEPA) required environmental impact assessment. [Potential summer usage and the associated special use permitting was subsequently discussed with USDA National Forest Service staff responsible for the Walla Walla District, who expressed interest in pursuing the idea of opening Bluewood for summer activities, such as hiking, mountain biking, and horseback riding, which have been successfully implemented in ski resorts elsewhere.]

3 to 4 trails could, each requiring only limited NEPA studies, could be opened relatively quickly with the assistance of local mountain bike clubs.

Middle Point trailhead is already equipped with a vault toilet; it is used by ATVs, experienced horseback riders, and hikers. The trail itself is difficult, but the view is stunning.

Additional items discussed:

- Good cellphone access at Bluewood (for Verizon customers only).
- On several occasions, events (archery, wellness, etc.) have been held during the summer; the fee is usually based on generator time.
- Use-specific maps would better inform visitors of the trail resources available within the National Forest.

BMRT – Jurisdictional Meeting

Entity: Partnership for Greater Burbank
Date: March 20, 2017
Participants: Roger Bairstow, Partnership for Greater Burbank
Ethan Janke, Partnership for Greater Burbank
Mike Taylor, Partnership for Greater Burbank
(Name not recorded), Partnership for Greater Burbank
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Participants discussed a path along Hwy 124 from the existing pedestrian crossing east of the roundabout to Lake Rd; a long-time resident informed the group that yearly maintenance on an adjacent irrigation system would impact any path next to the highway. [Please note: Location and extent of the irrigation system should be recorded here to retain information for posterity.]

Participants suggested a path from the Hwy 124 roundabout to Lake Rd along the northern edge of the McNary National Wildlife Refuge (NWR). [Subsequent discussion with US Fish and Wildlife Services (US FWS) representatives revealed that the US FWS is planning to add a trail connection from the crosswalk just east of the Hwy 124 roundabout to the current Headquarters Trail, which continues along the south side of the slough all the way to Lake Rd. Furthermore, US FWS staff shared that the trail connection along the north side of the slough had been removed and the environmentally sensitive area is being returned to its natural state.] [Please note: In light of the proposed trail information provided by US FWS staff, the BMRT team approached Walla Walla County with the idea of a non-motorized connection along Lake Rd between Humorist and Hwy 124. *Please note: Lake Rd in that section consists of two narrow travel lanes and no shoulders; subsequent discussion with Walla Walla Cnty Public Works estimated the cost to be very high for environmental planning and permitting related to the potential construction of a boardwalk next to Lake Rd; alternatively, Walla Walla Cnty Public Works expressed interest in a “bike-ped only” connection across the slough, which in 2013, was used by an average of 1,230 vehicles per day.* Further discussion is needed to determine bicycle and pedestrian accommodations; for relevant Federal Highway Administration guidance, see P. 2-17 in: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf.

Participants suggested a trail loop from Hood Park (connecting via donated easement along the north side of 812 W Sunset Dr) across Park Place and Sunset Road to the next larger parcel of US Army Corps of Engineers (US ACE) land starting north of Glad Road, then following natural surface trails on US ACE land all the way to Monument Dr. [Upon further investigation of available US ACE land, it was determined that east of Island View Rd, several narrow sections of US ACE land would force the trail next to a steep cliff. Additional investigation and/or a potential site visit is required to determine what impacts that would have on user safety.] The suggested trail would then turn south onto Monument Dr., crossing Hwy 124 and continuing on the west side of the rail tracks to Humorist Rd, and then head west, returning to Burbank. [During the discussion of the potential connection along the rail track with US ACE staff, it was determined that the majority of land next to the rail track was not owned by the US ACE; after further investigation, the team found that Department of Natural Resources’ records indicate ownership by the Department of Defense (DOD); at this time, DOD is not a BMRT project stakeholder; additional research determined that the DOD parcel might be associated with the “Formerly Used Defense Site” (FUDS) Property Number F10WA0624 – related investigation is ongoing.]

Suggestions were forwarded to Walla Walla County:

- Extend current sidewalk on Humorist Rd to Arline Addition entry (30 ft)
- Bike and ped accommodations on Lake Road between Hwy 124 and Humorist (across the slough)

Suggestion was forwarded to WSDOT:

- Extend current path on north side of Hwy 124 to entrance road at Hood Park

Actions taken:

- Added US FWS planned McNary NWR trail connection
- Awaiting feedback from WSDOT

BMRT – Jurisdictional Meeting

Entity: Confederated Tribes of the Umatilla Indian Reservation (CTUIR)

Date: April 21, 2017

Participants: J.D. Tovey, CTUIR Planning Director
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Since the Rainwater Wildlife Area is currently undergoing a transition, and a new Management Plan has not yet been developed, it is unknown at this time whether previously held goals and objectives related to public use and access will be retained or amended.

As the transition is completed, potential tie-in with the regional trail system will be discussed at a later date.

BMRT – Jurisdictional Meeting

Entity: City of College Place

Date: March 30, 2017

Participants: Mike Rizzitiello, College Place City Administrator
Robert Gordon, College Place City Engineer
Jon Rickard, College Place City Planner
Mary Campbell, Community Council
Kevin Mills, Outdoor Recreation ITF Co-Chair
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

One of College Place's priorities is to finish the Whitman Dr path. [Subsequent discussion with the Superintendent of the National Park Service – Whitman Mission National Historic Site revealed that entering the site from the east would use a roadway not currently maintained by the National Park Service and would require a detailed environmental impact assessment to determine the impact to historically and culturally critical areas (prescribed by National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA)).]

The following new bike lane connection was identified:

- 12th from Myra to Larch and Larch to College Ave

The following new sharrows were identified:

- College Ave south of Rose
- Larch from NE C to Lamperti
- Lamperti from Larch to College Ave
- Future: Lambert from Rose to Larch

The following future sidewalk improvements were identified:

- Close gaps on Birch / 8th / Broadway / 10th / Lambert
- Focus area – Campus: complete sidewalks within Campus core (C to 10th and Academy to Date)
- Additional focus area – Community Development Block Grant (CDBG): complete sidewalks in CDBG tracts [Census Tract 9203 Group 3 and Census Tract 9203 Group 2]

Suggestion was forwarded to Walla Walla County:

- Bike route on Wallula Ave from Old Hwy 12 to Rose
In a subsequent discussion with Walla Walla County Public Works, staff suggested Heritage Rd as a safer alternative to Wallula Ave

Other items discussed:

- Ownership of path connecting from south end of College Ave to Old Milton Highway [A request for clarification was subsequently submitted to WSDOT *and it was determined that the path is owned by WSDOT; at this time, there is no schedule in place related to required maintenance of the path.*]
- A potential bike route connection from Meadowbrook to Taumaron was discussed, including backside entrance to the new high school; however, due to concerns related to the amount of conflicting movements on Meadow Brook as well as safety concerns associated with the crossing of Hwy 125, a bike route connection in that area was not identified.
- Map revision is required to show multi-use path along Whitman Dr (instead of “designated bike route”)

Actions taken:

Added identified bike lanes, sharrows, and sidewalk improvement areas; corrected Whitman Dr. symbology

BMRT – Jurisdictional Meeting

Entity: City of Dayton, Town of Starbuck, Columbia County, Port of Columbia

Date: March 29, 2017

Participants: Jim Costello, Dayton Public Works Dept.- Director
Dave Elkins, Dayton Public Works Dept.- Assistant Director
Karen Scharer, Dayton Planning Dept. - Director
Danon Griffen, Dayton School District - Transportation Supervisor
Greg Abramson, Columbia County Planning & Building Dept. - Senior Planner
Cathy Udenberg, Columbia County Public Works Dept. - GIS Coordinator
La Donna Brabant, Town of Starbuck - City Council
Jennie Dickinson, Port of Columbia - Director
Brad McMasters, Port of Columbia - Economic Development Coordinator
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Participants discussed safe routes to school recommendations for sidewalks and bike routes suggested by the “Southeast Washington School Walk Study” (<http://www.palouertpo.org/safe%20routes%20to%20school.htm>) completed in 2013. After further discussion, the following sidewalk recommendations were suggested for inclusion in the regional trails plan –

- North side of Cameron St between US 12 (near Port Way) and S Cherry St
- North side of Main between Pine St and east of Cottonwood St (to the bridge)
- West side of S 4th between McCall St and Rocky Road Ln
- North side of E Day St between S 4th and S 5th
- South side of Race St between S 4th and S 5th
- West side of S 5th between Race St and the end of the roadway

The following designated bike routes within the City of Dayton were also suggested for inclusion in the regional trails plan –

- US 12 between Port Way and Patit Rd. – using US 12 east of Port Way to S 1st St, then south to E Clay and east to S 4th St, then north to E Main St and east to Patit Rd, or from S 4th St south to south city limits
- To provide connectivity to Waitsburg and/or Starbuck, connect from Main St north on Front St to Dayton Ave, then west to Weinhard Rd (Please note: Weinhard Rd is currently gravel, but will be paved at some point in the future)
- S 4th St between US 12/Main St and Rocky Road Ln
- Bike/pedestrian (multi-use) path on E Commercial St from the Best Western Hotel west across proposed Touchet River bridge, west along Commercial St OR along RR ROW to the fairgrounds; the Touchet River “pedestrian/bike” bridge is planned for north of Main St at the alley OR on the Commercial St ROW next to the RR bridge (Please note: Cathy Udenberg will confirm if the alley was vacated on west side of river)

Upon detailed review of the current map, it was suggested to show the staircase which connects 6th St and Hannan St.

Following an investigation of right-of-way ownership, it was suggested to include the connection between Lee St and the cemetery paths as a trail.

It was noted that because of specific hazards, such as having to cross US 12 and the railroad tracks, children on the north side of Main St are bused to school, although many children choose to walk and cross at the light.

At this time, it could not be confirmed if written agreements or easements existed for the sections of the levee trail that traversed private land south of Main. City of Dayton staff therefore recommended to remove the private property sections of the trail from the public map. **Additional investigation and potential follow-up was suggested with George Touchett, who was a driving force behind the levee trail. Cathy agreed to contact George. Karen Sharer reached out to Kim Boggs for records of any easements, but has not yet received a response.**

It was also noted that the proposed dog park at the end of S 2nd St next to the Levee Trail is close to being fully funded.

Port of Columbia staff suggested connecting the fairgrounds (near Pine St) and the Blue Mountain Station via a trail adjacent to the existing rail tracks. *The Port-owned RR ROW was subsequently investigated, and no ownership concerns were uncovered by the title company that would prevent use of the RR ROW for trail development.* **Determination of exact ROW width would be undertaken as part of the detailed project design prior to construction.** The freight tracks were currently leased and the anticipated freight traffic would account for approximately one train per day, traveling at a speed of 10 mph.

The potential use of the RR ROW was also discussed for a trail connecting Dayton to the Lewis and Clark Trail State Park, Waitsburg, and Prescott, and possibly all the way to Walla Walla. *At this time, the Port's title company researched ownership concerns solely within Columbia County.* **It would have to be determined if ownership or use restriction were present along the entire stretch of railroad within Walla Walla County, before an associated trail connection could be shown on the regional map.**

In the absence of a complete off-road connection between Dayton and Waitsburg, potential connections via county roads were mapped out –

- South of US 12: From Gallaher Rd and Lower Hogeeye Rd via Homestead Springs (gravel) to Hogeeye Hollow (gravel) and Harting Grade (gravel) to South Touchet Rd. (Alternatively, staying on Lower Hogeeye Rd would return travelers to US 12 1.8 miles west of the Dayton city limits.)
- North of US 12: From Millrace (north of Waitsburg) via Sorghum Hollow (gravel) and Thorn Hollow to Weinhard Rd (gravel). (For connectivity within Dayton, see P. 1.)

An off-highway connection to Starbuck was mapped out as well –

- From Weinhard Rd (gravel) via Thorn Hollow, Lyman Hill Rd (gravel), Whetstone Rd, and Kellog Hollow.
- Alternatively, a connection was mentioned via Smith Hollow; however, Smith Hollow connects to Hwy 261 2.8 miles east of Starbuck, and this section of Hwy 261 is narrow without a paved shoulder. A request was sent to the Washington State Department of Transportation (WSDOT) in regard to sufficient right-of-way next to the highway for an off-road path. WSDOT's answer is provided below: *The ROW for Hwy 261 is 60 ft wide and does not have sufficient room for a separate path.*

Additional regional connections via County roads were suggested –

- A loop using Little Goose Dam Rd and Riveria Rd, beginning 1 mile west of Starbuck and ending 2 miles east of town. [Potential use of the highway was also discussed with WSDOT. *Refer to response above.*]
- Using Patit Rd, Hartsock Rd, Hartsock Grade Rd (gravel) and Tucannon Rd, as well as North Touchet Rd to provide access to the Wooten Wildlife Area and the National Forest.

A suggestion to travel south on Payne Hollow to Biscuit Ridge Rd (in Walla Walla County) was not mapped, due to a lack of direct connectivity.

The Town of Starbuck representative noted that sidewalks currently exist on Main, Front, and Tucannon. The town just acquired the triangle-shaped parcel framed by Front, Tucannon, and Hwy 261; it will be used for residential and commercial development and will have a sidewalk along its northern border. Per La Donna Brabant, the new sidewalk will tie into the existing sidewalk along Tucannon via the tow-owned park.

It was further stated that the Town of Starbuck is planning to replace Kellog Hollow bridge in the future.

Starbuck's focus was on access to the Little Goose Dam and the Lyons Ferry Marina, as well as the fish viewing room. Within the US Army Corps of Engineers (US ACE) land near the Tucannon River mouth, an old roadway was suggested as a trail. [In a subsequent meeting with the US ACE, it was discussed that access along the old roadway bed would be acceptable. It has been included as trail on the regional map.]

Of additional interest was the abandoned rail bed, beginning west of town and continuing to the Union Pacific (UP) bridge; **at this time, right-of-way ownership was unclear.** The UP bridge across the river had an adjacent foot path; however, the tracks are actively used for freight, and WATCO is the current operator.

Please note - The following input was received after the jurisdictional meeting in Dayton:

Based on public feedback, the following suggestions were identified to provide additional connectivity to the Umatilla National Forest:

- From Patit Rd via Maloney Mountain Rd and Eckler Mountain Rd to Cemetery Rd (Additional length 21 miles)
- From Kendall Skyline Rd (also connecting to Patrick Grade) to Eckler Mountain Rd (Additional length 3.8 miles)

Per jurisdictional meeting with the City of Prescott, the following addition was requested to connect to Waitsburg:

- From Smith Springs via Lower Whetstone (partial gravel) and McKay Alto to Bolles (Additional length 4.3 miles)

After additional review of the connections listed above, the following route is suggested to connect the communities of Prescott and Waitsburg with Starbuck:

- From Bolles via McKay Alto and Whetstone to Kellog Hollow (Additional length 8.0 miles)

Actions taken:

- Included identified routes as discussed at 3/29 meeting
- *Added trail along Port of Columbia RR – between downtown Dayton and Gallaher Rd – after receiving Port ownership confirmation from Jennie Dickinson on 5/26/17.*
- **Awaiting results of title company "ownership research" for Port of Columbia RR within Walla Walla Cnty**

BMRT – Jurisdictional Meeting

Entity: Milton-Freewater, Umatilla County, Oregon Department of Transportation (ODOT)

Date: April 12, 2017

Participants: Gina Hartzheim, City of Milton-Freewater - City Planner
Laurel Sweeney, City of Milton-Freewater - Planning Assistant
Brian Steadman, City of Milton-Freewater - Public Works Technician
Teresa Penninger, ODOT Region 5 - Planning Manager
Feather Sams-Huesties, ODOT District 12 - District Operations Coordinator
Tamra Mabbot, Umatilla County - Planning Director
Robert (Bob) Waldher, Umatilla County - Senior Planner
Taylor Smith, Umatilla County Health Department - Healthy Communities Coordinator
Dan Lonai, Umatilla County - Administrative Services Director
Andrea Weckmueller-Behringer, WWVMPO/SRTPO
Elaine Dawson, WWVMPO/SRTPO

Notes:

Participants reviewed the public input map and discussed the potential use of railroad right-of-way (ROW). Further investigation is needed to determine if the railroads in the area are currently active and/or if sufficient ROW exists for potential trails.

Of particular interest was the establishment of a route between Walla Walla/College Place and Milton-Freewater. Several route options were discussed, with a special focus on rider ability and comfort level. An “easier to ride” connection focused on Winesap, connecting via Stateline and Old Milton Hwy; [however, the Winesap connection was discouraged based on intersection pinch points during a subsequent discussion with Umatilla County Public Works Director Tom Fellows; instead, Tom suggested that Eastside would be a better option for an “easier” connection](#); a more direct connection via Hwy 339 was also included for more experienced riders. Additional connectivity would be provided by the 42-mile Walla Walla-Milton-Freewater loop, which uses Lower Dry Creek, Edwards, and Burggraaf to connect to Locher and beyond in Walla Walla County, and reenters Umatilla County on Tumalum, Birch Creek, Eastside, and NW 8th, thereby bypassing the levee. [The route suggestions within Walla Walla County were subsequently forwarded to the County Roads Department for consideration. [Walla Walla County reviewed the suggested routes and agreed to the 42-mile loop and other connections with the exception of Mojonier Rd on the west side of SR 125 and Braden, Stateline, and JB George on the east side, citing safety concerns for cyclists.](#)]

Teresa Penninger offered to share ODOT’s sharrow (shared road) traffic volume and speed guidelines. Based on roadway geometry and local traffic volumes, the following roadways were suggested as sharrows –

- NW 8th between Lamb and Elizabeth
- Main between NW 8th and NW 4th
- Ward between Broadway and SW 1st
- SW 1st between Ward and Russell
- Russell between SW 1st and Catherine
- Catherine between Russell and DeHaven
- DeHaven between Catherine and SW 6th
- SW 6th between DeHaven and Columbia
- Columbia between SW 6th and SW 8th
- SW 8th between Columbia and Mill St - a rectangular, rapid-flashing beacon (RRFB) is desired for the intersection of SW 8th and S Main/Hwy 11; the City library and a bus stop are located on SW 8th
- SW 2nd between DeHaven and Elizabeth
- Elizabeth between Hwy 11 (just north of the city limits) to SW 6th
- Mill St between SW 8th and SW 15th/Walla Walla River Rd
- SW 14th between S Main and Mill St

- S Main between SW 14th and Key Blvd
- Sykes Blvd between Key Blvd and Hwy 11
- Hwy 11 between Sykes Blvd and Steen Rd (0.2 miles - for expert riders only, as a lower speed limit would be difficult to set and enforce in that section; west side shoulder is approx. 4 ft; east side shoulder widens as it approaches Sykes Blvd)
- Walla Walla River Rd between Mill St and Harris Park (although relatively narrow, Brian Steadman's subsequent investigation confirmed the speed limit at 40 mph)
- [During the May outreach workshops, Milton-Freewater and Umatilla County staff noted that a loop using Cemetery Rd was inadvertently omitted from the discussion during the jurisdictional meeting, but should nonetheless be added to the regional connections.](#)

Sufficiently wide, the following roadways were suggested to have bike lanes –

- NW 4th between Main and Robins
- Main between NW 4th and Broadway

An RRFB-assisted pedestrian crossing is currently located at SW 12th and S Main/Hwy 11; in light of the new school location, the school district has asked for the RRFB to be moved to SW 10th. Although no minimum distance between RRFBs has been set to date, there is concern that having an RRFB at SW 8th and SW 10th might be confusing to drivers. Feather Sams-Huesties has offered to investigate further.

Additional discussion focused on the City's Special Transportation Area Plan, which proposes a road diet on S Main/Hwy 11 between SW 8th and SW 12th. The road diet would call for 3 lanes (including a center turn lane) and bike lanes on both sides. However, S Main/Hwy 11 is also a dedicated freight route.

[As of June 7, 2017, ODOT has expressed interest to discuss with the City a pilot project related to a road diet project along Hwy 11 that would better accommodate students going to the new school. Additional discussion is underway.](#)

It was discussed that only the portion of the levee trail on the Frazier Farmstead would be shown on the map, as additional public access has not yet been granted. (During a meeting on 3/15/2017, permission to show the trail had been provided by Jim Rowan, President of the Board of Directors for the Milton-Freewater Area Historical Society.)

The location of the Yantis Park trail and hill-side trail were confirmed. When potential lighting was discussed, City of Milton-Freewater staff stated that Yantis Park was closed after dark and lighting would therefore not be provided. A potential connection between the Yantis Park hill-side trail and trails within the golf course was discussed. However, as part of a subsequent investigation by Brian, it was found that no feasible connection could be made without crossing private land.

The current bike path along County Rd between Tara St and the Rotary Sports Complex was discussed. It was suggested to open this paved path to multiple uses, including pedestrians. Continuation of the path was considered all the way along the tracks to SW 4th and Main (just north of the Senior Center). However, Brian's subsequent investigation of available ROW showed an insufficient amount, precluding a trail next to the rail tracks. Alternatively, it was suggested to continue the path across Lamb St to provide a connection to Poplar St within City ROW behind residences, as well as another connection from the current path to the northeast corner of Lamb St and County Rd in order to connect to the existing sidewalk.

Reviewing public feedback, it was suggested that Birch Creek and Government Mountain Rd become designated routes into the Umatilla National Forest, which, in combination with Forest Service trails and the Walla Walla River Rd forms a complete loop. [Bob Waldher discussed this option with Tom, where it was confirmed that a portion of Government Mountain Rd is not under the jurisdiction of Umatilla County, but privately owned and would therefore have to be eliminated from further consideration.](#)

Searching for a suitable connection to the Columbia River, it was discussed whether a route from Butler Grade across Vansycle, Juniper Canyon, Braden Ranch, and Hatch Grade would be possible; another option would be to connect from Juniper Canyon to Stockman, School House, Dorran, and then Hatch Grade. Bob and Andrea subsequently discussed several options with Tom, and it was determined that Juniper Canyon and Dorran would provide the best ride route connection between Butler Grade and Hatch Grade.

Actions taken:

- Included identified routes as discussed at 4/12 meeting
- Updated routes based on Walla Walla County and Umatilla County feedback on connecting routes within each county's jurisdiction

BMRT – Jurisdictional Meeting

Entity: City of Prescott

Date: April 10, 2017

Participants: Steve Heimbigner, Prescott Mayor
Paul Forney, Prescott City Council
Chuck Kimzey, Prescott City Council
Jay Potts, Prescott City Council
Linda Vannoster, Prescott City Clerk
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Blue Mountain Region Trails project steering committee member Andrea Weckmueller-Behringer gave a brief presentation providing an overview of the project and outreach activities to date.

It was suggested that the ADA concerns associated with the southern end of A St and the repair/completion of sidewalks along 1st St be included in the Blue Mountain Region Trails plan recommendations.

Suggestion was forwarded and *subsequently agreed to* by Walla Walla County:

- Bike route to connect Prescott and Waitsburg on Smith Springs – Lower Whetstone – McKay Alto – Bolles
Walla Walla Cnty comment – low vehicle volumes on Lower Whetstone (13 avg. per day) and Bolles (160)

Suggestion was forwarded to WSDOT. The WSDOT response is shown below:

- Lower speed limit on Hwy 124 between eastern city limits and Hart Rd for the connection with Walla Walla
WSDOT response – State law (RCW 46.61.400) sets Washington’s basic speed law and the maximum speed limits for state highways, county roads, and city streets. The statute also authorizes agencies to raise or lower these maximum speed limits, when supported by an engineering and traffic investigation. When setting speed limits, engineers consider 85th percentile speed and other factors:
 - *Roadway characteristics, shoulder condition, grade, alignment and sight distance*
 - *Roadside development and lighting*
 - *Parking practices, e.g., angle parking, and pedestrian and bicycle activity*
 - *Collision rates and traffic volume trends*

Lower speed limits are difficult to implement and often receive poor compliance in the absence of collision history and/or significant bicycle (or pedestrian) activity.

Actions taken:

- Added ADA and sidewalk improvement projects as discussed

BMRT – Jurisdictional Meeting

Entity: City of Waitsburg

Date: April 21, 2017

Participants: Randy Hinchliffe, Waitsburg City Administrator
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Andrea Weckmueller-Behringer shared the recently completed City of Waitsburg sidewalk inventory with Randy Hinchliffe. At this time, the inventory only contained extent and overall length. Additional information, such as condition and width could be added at a later time. With the exception of the planned sidewalk project on Arnold Lane, W 4th, and W 5th, no additional sidewalks were proposed for inclusion in the regional plan.

Andrea shared proposed connections from other communities to Waitsburg to obtain feedback as to their suitability –

- From Prescott: Smith Springs – Lower Whetstone – McKay Alto – Bolles
- From Dayton (north of US 12): Weinhard – Thornhollow – Sorghum Hollow – Main – Millrace
- From Dayton (south of US 12): South Touchet – Harting Grade – Homestead Springs – Lower Hogeeye – Gallaher – Millrace (*Please note: WSDOT had purchased property for a bypass. The land abuts the existing highway, is about 200 ft wide, and connects to lower Hogeeye Rd. It could be considered for trail development.*)

In regard to the routing of bicycle traffic within the City, it was suggested to designate US 12 between the city limits and Preston Ave, Preston Ave to Main St, and Main St to Bolles Rd.

Also discussed were speeding infractions and needed enforcement on roadways entering the City. Of particular concern was US 12, where speeding occurred even though the speed limit was posted at 35 mph approximately 500 ft north of Middle Waitsburg Rd.

It was discussed that the Port of Columbia is currently researching the possibility of putting a trail next to the Port-owned rail line; the sufficiency of available right-of-way was currently under investigation. The Port was interested in a “rails with trails” type development, which was envisioned to connect Dayton with Waitsburg and potentially beyond.

The following suggestion was forwarded and *subsequently agreed to* by Walla Walla County:

- Bike Route to connect Waitsburg and Dayton on Millrace to Sorghum Hollow (Thorn Hollow, Weinhard)
Walla Walla Cnty comment – Millrace ROW is 60 ft wide; low vehicle volume (87 avg. vehicles per day)
- Bike route to connect Prescott and Waitsburg on Smith Springs – Lower Whetstone – McKay Alto – Bolles
Walla Walla Cnty comment – low vehicle volumes on Lower Whetstone (13), McKay Alto (340), Bolles (160)

The following suggestion was forwarded to WSDOT. The WSDOT response is shown below:

- Lower speed limit on Hwy 12 between southern city limits and Middle Waitsburg Rd for the connection with Walla Walla
WSDOT response – State law (RCW 46.61.400) sets Washington’s basic speed law and the maximum speed limits for state highways, county roads, and city streets. The statute also authorizes agencies to raise or lower these maximum speed limits, when supported by an engineering and traffic investigation. When setting speed limits, engineers consider 85th percentile speed and other factors:
 - *Roadway characteristics, shoulder condition, grade, alignment and sight distance*
 - *Roadside development and lighting*
 - *Parking practices, e.g., angle parking, and pedestrian and bicycle activity*
 - *Collision rates and traffic volume trends*

Lower speed limits are difficult to implement and often receive poor compliance in the absence of collision history and/or significant bicycle (or pedestrian) activity.

Actions taken:

- Added planned sidewalk improvement projects and designated bike routes as discussed

BMRT – Jurisdictional Meeting

Entity: City of Walla Walla (Cty WW)

Date: March 31 and April 7, 2017

Participants: Elizabeth Chamberlain, Cty WW Development Services Director*
Neal Chavre, Cty WW City Engineer*
Scott Mansur, DKS (consultant for Cty WW, by phone)
Jordin Kelly, DKS (consultant for Cty WW, by phone)
Mary Campbell, Community Council
Jon Campbell, Community Council - Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO*
Elaine Dawson, WWVMPO/SRTPO*
(March 31 – all participants; April 7 – as indicated by *)

Notes:

Discussed use of State highway corridors as bike routes – eliminated 9th/Hwy 125 based on existing traffic volumes

WSDOT-Cty WW maintenance agreement exists for northern trail along US 12; no maintenance agreement exists for the southern trail, a portion of which is highly desired by the Washington Park neighborhood residents; the possibility of volunteer maintenance through an umbrella organization (i.e. Blue Mountain Land Trust) was discussed and should be explored further

A potential rails to trails conversion was discussed for the tracks that cross Isaacs and continue into downtown; would encompass multiple mid-section crossings of roadways, which raise safety concerns

Additional Bike Route Connections considered:

- Bike Lane: Wilbur between Melrose and Alder completion anticipated for this summer
- Future Multi-Use Path: investigate use of City ROW next to tracks between Rose and Poplar and closure of 14th St – as parallel route to 9th/Hwy 125; Neal subsequently checked on the sufficiency of ROW, and it appears that in 1885, the City granted right-of-way access (not a vacation) to the RR from Alder Street south (but it has not yet been determined how far south, because the ordinance references city limits in 1885); from Rose Street to Alder, 13th Street was vacated in 1906 to the RR. The City also vacated 14th Street in the same vicinity in 2008.
- Future Bike Lane: include Isaacs between Rose and Criss Ln as bike route once Phase 1 and 2 are completed for the Isaacs Ave reconstruction project (*Neal will investigate east end connectivity for bicycles on either Main Street or Rose Street to existing bike route on Palouse; Rose is preferred if road diet on Rose is implemented - Still TBD*)
- Future Bike Lane or Sharrow: Orchard St (extension) to 3rd to Cherokee to 2nd; Neal subsequently checked and determined that Orchard St to 4th Avenue would continue as bike lane and then transition to a sharrow to 3rd to Cherokee to 2nd.
- Future Sharrow: Wilbur between Alder and Bryant (County roadway south of Grant St)
- Future Sharrow: Bryant between Howard and School (County roadway east of Home Ave)
- Future Sharrow: Sturm (County roadway north of Aubin Rd) and Abbott between Bryant and Fern [Walla Walla County Public Works staff asked for this option to be removed, citing narrow roadway lined with parked cars.]
- To address remaining gaps:

- Roadway diet on Rose St. west of Palouse (*Elizabeth will explore option as part of Transportation Plan development; until such time that it can be confirmed, the project team should hold off on showing this option and wait for additional vetting as part of the transportation plan work.*)
- 9th/Hwy 125 between Orchard and Plaza Way (existing 6ft sidewalk is in place on the eastside) – proposed future paved multi-use path (10ft minimum)
- Future multi-use path: Myra Rd extension between Hwy 125 and Taumarson

Additional Sidewalks considered:

- Planned projects:
 - School Ave between Alder and Bryant [In agreement over the need for sidewalks, but in consideration of needed curb-gutter-drainage improvements to bring the roadway up to arterial standards, Walla Walla County Public Works staff was concerned about the high cost of associated improvements.]
 - Bryant between Howard and School [Again citing needed curb-gutter-drainage improvements, Walla Walla County was concerned about the high cost of improvements.]
 - 2nd Ave (west side) between Imperial St and entrance to Mountain View Cemetery
- New projects:
 - 9th/Hwy 125 (west side) between “Grocery Outlet” (north of Orchard) and Plaza Way
 - Tietan between Plaza Way and 4th
 - Fern (infill) between Bryant and Abbott
 - Fern between Pleasant and Bryant
 - Bryant between Division and School [Again citing needed curb-gutter-drainage improvements, Walla Walla County was concerned about the high cost of improvements.]
 - School Ave between Pleasant and Bryant (*Elizabeth confirmed that both sides are considered; the transportation plan will look at the full corridor of School Avenue from Alder to Bryant and implementation probably in phases.*)
 - 4th between Orchard and Tietan
 - 3rd (infill) between Morton and Tietan
 - Infill north of Morton St
 - Cherokee between 3rd and 2nd
 - Infill on Orchard between Chase and 3rd
 - Sheridan between 2nd and Howard
 - Wilbur between Pleasant and Bryant
 - Multi-use path along Rees Ave between trail on south side of US 12 and Sumach
 - Sumach between Rees and Alvarado Terrace
 - West side infill on Sumach south of Rees (next to community garden)
 - Whitman (infill) on south side of Pioneer Park
- Suggested route for Walla Walla County – Reser between Fern and School [Walla Walla County staff subsequently cited concerns about restricted right-of-way in that section, which could add significant cost to the project.]

Additional Discussion:

- Incorporate bike counters as part of Isaacs reconstruction Phase 1 and Phase 2
- Americans with Disabilities (ADA) improvements should consider popular locations in town, i.e. Pioneer Park
- Beyond the suggested new projects, the focus remains on existing sidewalks as “trip and fall” claims have surpassed “sewer backup” claims against the City

- Potential local improvement districts (LID) or public-private partnerships (investigate successful local models) should be discussed with BMRT project stakeholders following the May workshops (prior to “function, design, and cost” discussion of Phase 4)
- Within the eligible Census Tracts (9205 and 9206), Community Development Block Grant (CDBG) funding has been used for sidewalk improvements in the past; CDBG funding could also be considered for ADA improvements elsewhere
- Cost of sidewalk construction varies greatly based on location

Per Neal’s suggestion, include BPAC’s 2017 prioritized project list (dated 2017/03) to validate as part of the 2nd round of workshops:

- [Per Elizabeth’s follow-up, “City-wide Priorities” will be addressed through the transportation plan effort:](#) 1 ADA Ramp Upgrades (includes #13 Odd Fellows Home); 2 Sidewalk Repair/Infill; 3 Crosswalk/Bike Route Signage & Striping; 5 Better Pedestrian Lighting; and 8a Audible Pedestrian Signals (as identified by United Blind WW)
- Already included as BMRT recommendations: 4 Tietan St; 6a Sumach-Rees-N Rose; 9a School; 9b Myra Ext.; 12c 9th Ave (by Dayl Graves); and 16 Whitman at Pioneer Park
- Not included: 15 Edison Trail (would travers private property); 17 Mill Creek Trail to Sports Park (would use private road)
- Included in GIS database: 6b, 7, 8b, 10, 11, 12a, 12b, 12d, and 14

BMRT – Jurisdictional Meeting

Entity: Walla Walla County (WW Cnty)

Date: March 29, 2017

Participants: Randy Glaeser, WW Cnty Public Works Director
Tom Glover, WW Cnty Community Development Director
Lauren Prentice, WW Cnty Principal Planner
Scott Wagner, WW Cnty Chief - Programs and Fleet Management Division
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Discussed were cycling community-identified routes within the County to select those that provide connections to desired destinations:

- Walla Walla to Burbank/Snake River Area:
 - Keep routes on Detour – Barney – Sand Pit / Froghollow – Gardena / Stateline
 - A connection via Gardena – Touchet North – Ash Hollow – Britton – Fishhook was desired, but during the subsequent discussion of a potential connection on to Burbank, it was determined that a complete route via US Army Corps of Engineers (USACE) could not be established; [furthermore, a portion of Britton Rd is under private ownership and therefore had to be removed from consideration.](#)]
- Walla Walla to Prescott
 - Lower Waitsburg and Hart
- Walla Walla to Waitsburg
 - Middle Waitsburg
- Prescott to Starbuck and Lyons Ferry
 - Smith Springs – Lyons Ferry
- East of Walla Walla
 - Berney (bridge on Berney is on the 6-yr plan) connecting via Russell Creek to Depping onto Reser
 - Keep routes on Mill Creek / Five Mile / Russell Creek / Reser / Cottonwood / Power Line
- Walla Walla to Wallula - [Show as future route](#)
 - US 12 designation will move off current alignment once Phase 8 of US 12 has been constructed (funding for construction has not yet been identified). [Please note: Correspondence with WSDOT is ongoing to confirm that current US 12 alignment can NOW be shown as future “designated” bike route.]
- East of College Place
 - Planned 12ft off-road path from College Place city limits to Last Chance (awaiting funding award)

Per meeting with members of the Partnership for Greater Burbank, the following addition was requested:

- Extend sidewalk on Humorist Rd towards Edith St

Please note - The following input was received (and discussed with Public Works staff) after the initial meeting with County representatives:

Per jurisdictional meeting with the City of Walla Walla, the following additions were requested:

- Joint City/County Bike Routes –
 - Bryant between Howard and School

- Sturm between Bryant and Abbott [Walla Walla County Public Works staff asked for this option to be removed, citing narrow roadway lined with parked cars.]
- Wilbur between Pleasant and Bryant
- County Bike Routes –
 - School Ave between Bryant and Reser (in addition OR instead of Depping)
 - Heritage/Old Hwy 12 between Myra and Swegle (to be continued west once highway designation is removed from current US 12 alignment) [This request is also supported by the Whitman Mission National Historic Site Superintendent.]
- Joint City/County Sidewalks (located on school routes identified by elementary schools) –
 - Bryant between Division and School [In agreement over the need for sidewalks, but in consideration of needed curb-gutter-drainage improvements to bring the roadway up to arterial standards, Walla Walla County Public Works staff was concerned about the high cost of associated improvements.]
 - School between N of Loubeck and Bryant [Again citing needed curb-gutter-drainage improvements, Walla Walla County was concerned about the high cost of improvements.]
 - Wilbur between Pleasant and Bryant
 - Fern between Juniper and Bryant
- Joint City/County Sidewalk (partially within City of Walla Walla’s Urban Growth Area; majority located on a school route identified by Prospect Point Elementary School) –
 - Reser between Fern and School [Walla Walla County staff cited concerns about restricted right-of-way in that section, which could add significant cost to the project.]

Per jurisdictional meeting with the City of Milton-Freewater and Umatilla County, the following additions were requested:

- Joint County/City/County Bike Routes –
 - Mojonier-Mission-Last Chance-Stovall-Forest-Frog Hollow-Locher-Stateline to Burgraff... [Walla Walla County Public Works staff cited safety concerns for bicycle use of Mojonier and suggested Whitman Dr instead.]
 - Old Milton Highway-Bussell-Frog Hollow-Beet-Stateline to Winesap... [Winesap was subsequently removed from consideration after Umatilla County Public Works staff cited concerns with pinched intersections along Winesap and suggested Peppers Bridge, Tumulum, and Eastside instead.]
 - Old Milton Highway to OR Hwy 339...
 - 3rd Ave-Langdon-Plaza Way-Braden-Stateline-Larson-JB George-Peppers Bridge to Tumulum...
 - Peppers Bridge between Taumarson and Tumulum

Per jurisdictional meeting with the City of Waitsburg, the following addition was requested:

- Bike route to connect Waitsburg and Dayton on Millrace to Sorghum Hollow (Thorn Hollow, Weinhard) [Still under investigation is an off-road connection between Waitsburg and Dayton; the Port of Columbia is researching how much right-of-way is available next to their rail line to determine sufficiency for a “rails with trails” type connection.]

Per jurisdictional meeting with the City of Prescott, the following addition was requested:

- Bike route to connect Prescott and Waitsburg on Smith Springs – Lower Whetstone – McKay Alto – Bolles

Per jurisdictional meeting with the City of College Place, the following addition was requested:

- Bike route on Wallula Ave between Old Hwy 12 and Rose [Citing safety concerns, Walla Walla County Public Works staff suggested Heritage Rd as a safer alternative to Wallula Ave.]

Per jurisdictional meeting with the Columbia County, the following addition was requested:

- Bike route on Lower Hogeeye between US 12 and county border

Per meeting with the US Fish and Wildlife Services (US FWS), the following addition was suggested:

- Bicycle and pedestrian accommodation on Lake Road between Hwy 124 and Humorist - Lake Rd in that section consists of two narrow travel lanes and no shoulders; additional discussion with Walla Walla County Public Works staff estimated the cost to be very high for environmental planning and permitting related to the potential construction of a boardwalk next to Lake Rd; alternatively, Walla Walla County Public Works staff expressed interest in a “bike-ped only” connection across the slough, which in 2013, was used by an average of 1,230 vehicles per day; other relevant design solutions maybe provided by the recently release Federal Highway Administration guide on rural design for bicycles and pedestrians – see P. 2-17: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

After additional review of the connections listed above, the following routes are suggested to create a small loop north of Walla Walla:

- Walla Walla “North Loop”: Lower Waitsburg – Valle Grove – Middle Waitsburg

Actions taken:

- Included identified County routes as discussed at 3/29 meeting
- Included additional route suggested as agreed to by Walla Walla County

Provided for information purposes only:

- Within the County, there are 955 miles of county-owned roadways (not including private roads, city roads, or state highways), of which 592 miles have asphalt, bituminous, or concrete surfaces.
- During the jurisdictional meeting with County staff, conceptual bike routes on 180 miles of roadways were identified.
- During subsequent meetings with city jurisdictions, an additional 27 miles of connections were requested to complete loops that start within cities and continue into the County's jurisdiction.
- Please note: Potential need or suitability for other non-motorized uses, i.e. pedestrians or equestrians, was not considered at the time of this meeting. Further investigation, including availability of existing right-of-way, during the next phase of the project will assist with the determination of envisioned function, design, and uses.

BMRT – Jurisdictional Meeting

Entity: National Park Service - Whitman Mission National Historic Site

Date: April 12, 2017

Participants: Timothy Nitz, Whitman Mission Superintendent
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Meeting participants discussed the planned construction of the Whitman Drive path from the College Place city limits to Last Chance. Timothy Nitz, the Superintendent of the National Park Service - Whitman Mission National Historic Site, stated that entering the site from the east would use a roadway not currently maintained by the National Park Service and, in addition, would require a detailed environmental impact assessment to determine the impacts to historically and culturally critical areas, as prescribed by National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). *[In a subsequent discussion with Walla Walla County Public Works, continued interest was expressed for access to the site from the east.]*

The following suggestion was forwarded *and subsequently agreed to* by Walla Walla County:

- Bike route on Heritage/Old Hwy 12 between Myra and Swegle (to be continued west once highway designation is removed from current US 12 alignment)

Actions taken:

- Showed Swegle and Mission Rd as dedicated bike routes

BMRT – Jurisdictional Meeting

Entity: Port of Walla Walla

Date: April 11, 2017

Participants: Pat Reay, Port of Walla Walla Executive Director
Paul Gerola, Port of Walla Walla Economic Development Director
Mary Campbell, Community Council
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Meeting participants briefly discussed the overall Blue Mountain Region Trails effort and the jurisdictional meetings held to date.

Of particular interest to the Port of Walla Walla is the economic impact the subsequent implementation of planned sidewalk, bike route, and trail recommendations might have on some of the smaller communities within the region. The BMRT team shared the economic impact figures that were extracted from the 2015 study “Economic Analysis of Outdoor Recreation in Washington State”, which was prepared by Earth Economics for the Washington Recreation and Conservation Office.

[See: <http://www.rco.wa.gov/documents/ORTF/EconomicAnalysisOutdoorRec.pdf>]

Actions taken:

(None - For information only)

BMRT – Jurisdictional Meeting

Entity: Washington State Parks and Recreation Commission (WSPRC)

Date: March 23, 2017

Participants: Audra Sims, WSPRC Blue Mountain Area Manager
Brandon Valle, WSPRC Trail Technician
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Palouse Falls State Park – Discussed was a potential connection across US Army Corps of Engineer (US ACE) land from Lyons Ferry State Park to Palouse Falls State Park. It was noted that any potential trail connection between the two state parks would impact areas critical to Native American tribes. On March 11, 2017, the Ice Age Floods Institute organized a small hiking event that crossed US ACE land into Palouse Falls State Park. Between the two parks, no marked trails exist and the hike was considered “most difficult”. [A potential trail connection to Palouse Falls State Park through US ACE land was also discussed in a subsequent meeting with US ACE. The lack of a viable and safe option that would not require the crossing of private land, in addition to the aforementioned impact to critical, culturally sensitive areas, makes such a connection unlikely.]

Lewis and Clark Trail State Park – The Lewis and Clark Trail State Park is divided by the Port of Columbia-owned rail line and US 12, which requires that campers cross rail tracks and the state highway to access day-use facilities and vice versa. [During subsequent discussions with the Port of Columbia, the return of freight service to the track was discussed. It is anticipated that trains will use the track at a speed of about 10 mph and a frequency of one train per day. In addition, railroad right-of-way research has revealed that a “rails with trails” connection could be considered, which would enhance non-motorized connectivity for the northern portion of the Lewis and Clark Trail State Park.] Various options to improve the safety of the pedestrian crossing at the state highway were discussed. [During a subsequent follow-up with the Washington State Department of Transportation (WSDOT), the potential installation of rectangular, rapid-flashing beacons (RRFB) at that location was proposed. WSDOT has begun internal discussions of potential options for this location.]

Camp Wooten – Camp Wooten is an Environmental Learning Center and, as such, is limited to groups with prior reservations; the site does not have separate day-use areas for public use. Not located within a larger Washington State Park, Camp Wooten is the only stand-alone environmental learning center in the State of Washington. The site itself is leased from the Washington Department of Fish and Wildlife, which provides public facilities for use by visitors of the W.T. Wooten Wildlife Area; the closest day-use facilities are located just north of the Camp Wooten location.

Columbia Plateau Trail – Discussed was a potential tie-in from the south side of the Snake River to the Columbia Plateau Trail (CPT) via existing US ACE lands by opening the dams (Ice Harbor and/or Lower Monumental) to foot and bike traffic. (For crossing info, see: <http://www.nww.usace.army.mil/Missions/Recreation/Dam-Crossing/>) [During a subsequent discussion with US ACE, it was determined that pedestrian and bicycle traffic across the dams will remain prohibited because of safety and security concerns.] Should the hike and/or bike crossing at Ice Harbor Dam not become a viable option, an alternate route on public roadways within Franklin County should be sought. [Upon closer inspection of available options, Tank Farm Rd from US 12 was dismissed, as it turns into a private roadway 0.5 miles west of the WSPRC-owned rail tracks. A connection along the rail track was ruled out, as the connecting track is actively used for freight. A review of the Benton Franklin Council of Governments-identified bike routes revealed that Kahlotus Rd was designated as a “cautionary” connection. However, the bike route designation ends 3.2 miles west of connecting to Ice Harbor Rd, which provides public

access (additional 3.2 miles) to the parking facility at the trail head of the Columbia Plateau Trail. [Brandon offered to investigate if a feasibility study had been prepared for any potential connections between Sacajawea Park and the Columbia Plateau Trail.]

A general discussion followed, which focused on trail surfaces and identified uses. It was established that trails surfaces could not be determined from available trail maps. [Brandon offered to provide surface information where available.]

In addition, a Washington State Parks and Recreation Commission-hosted public meeting was mentioned; scheduled for April 11, 2017, it was designed to inform the development of a long-term Classification and Management Plan (CAMP) for Palouse Falls, Lewis & Clark Trail, and Lyons Ferry state parks.

Actions taken:

No additional map changes were made.

BMRT – Jurisdictional Meeting

Entity: Washington Department of Fish and Wildlife (WDFW)

Date: April 3, 2017

Participants: Kari Dingman, WDFW Assistant Wildlife Area Manager
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Open all year

All non-motorized recreation uses are allowed (not open to ATVs or motorbikes)

Access to park: Tucannon Rd (Columbia County Rd) – ATVs are not allowed; Patrick Grade (National Forest Service Rd) – Suitable for high clearance vehicles (not suitable for trailers)

Roadway maintenance on Tucannon Rd: National Forest Service pays for winter plowing

Specific trails have not been designated – walking, cycling, and horseback riding is allowed throughout

Cummins Creek Rd is a popular route; used by equestrians to travel onto Forest Service Land

All campgrounds have vault toilets; not all vault toilets are accessible

Man-made Lakes - Blue Lake and Spring Lake allow all-year fishing; other lakes are open to fishing between 3/1 and 10/1 (except Curl Lake, which is used as hatchery); Rainbow Lake will be closed for major improvements during summer 2017

Potable water sources are limited to KOA Last Resort facilities

Large contingent of visitors from the Tri-Cities

Some issues: Trash left behind; Pilot Program – three trash cans along Tucannon Rd

Actions taken:

Added all campgrounds (points instead of polygons) and restroom facilities

BMRT – Jurisdictional Meeting

Entity: Washington State Department of Transportation (WSDOT)

Date: Email Correspondence dated April 6 and April 24, 2017

Participants: Paul Gonseth, WSDOT, South Central Region (SCR) Bicycle and Pedestrian Liaison
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Questions – Answers:

Is there sufficient ROW along Hwy 125 Spur (Pine St) between N 13th and Myra for separate bike lanes? (It is not conducive to be a sharrows since it currently carries ~1000 trucks per day and the travel lanes for both directions in certain places narrows to 24ft.) – There are 60 ft of right-of-way (ROW) with 30 ft on either side of centerline. This section (spur) is a managed access highway, which means the City of Walla Walla owns the property and the state manages the roadway portion (pavement and signing).

What extent of the trail between the USACE Hood Park and Hwy 12 is on WSDOT ROW? What are the plans for its rehabilitation and continued maintenance? – The trail is all on WSDOT ROW. I worked with the park superintendent several years ago on a Federal Lands Access Program (FLAP) grant to reconstruct the trail under our bridge; however, the grant application fell through and nothing has been done since. I understand that Hood Park staff has done some weed spraying along the trail in the past. WSDOT does not have a maintenance plan for paths. Maintenance is done as concerns are raised.

Is the connecting path between the US 12 Snake River bridge and Sacajawea Park Rd on WSDOT ROW? If so, is there a plan for its continued maintenance? – The trail is on WSDOT property. The paved area that it ties into is a WSDOT Historical Marker site. Again maintenance is on as-needed bases.

Is the 1/4 mile of path on the west side of SR 125 north of Old Milton Hwy on WSDOT ROW? If so, what are the plans for its rehabilitation and continued maintenance? – Yes, the path is on WSDOT ROW. No rehabilitation or maintenance plans exist.

On the final Blue Mountain Region Trails map, can the project team show the US 12 Phase 8 alignment and mark the existing Hwy 12 alignment as a future bike route (assuming that it will be turned over to the County once Phase 8 construction is complete)? – Yes

The Lewis & Clark Trail State Park is dissected by US 12. To allow campers to safely cross from one side of the State park to the other, can a pedestrian activated RRFB (or similar safety feature) be installed at that location? – This issue will require further investigation since this is a high speed facility.

At this time, the project team has not been able to confirm a good alternative for a connection between Waitsburg and Dayton. Is there sufficient WSDOT ROW to construct an off-road multiuse path along US 12? If so, could this be considered by WSDOT? – We have, for the most part, only have 40 ft of ROW on either side of centerline. Is it possible to construct path at edge of the ROW, but this will need to be investigated more.

Bicycle connectivity between Walla Walla and Waitsburg is anticipated on Middle Waitsburg Rd, which ties into US 12 just south of Waitsburg. Is there sufficient WSDOT ROW to construct bike lanes or an off-road multiuse path along US 12? Or could the speed limit (currently 60 mph) be lowered (to 25 or 30 mph) in the section just outside of the city limits to better accommodate bicycles? If so, could either be considered by WSDOT? – We have only 60 ft of ROW (30 ft feet on either side of centerline), so there is not enough ROW to have a separated path. Speed limits are reduce based on speed studies, which means that unless something changes (to slow people down), the speed limit will remain.

Bicycle connectivity between Walla Walla and Prescott is anticipated on Lower Waitsburg Rd and Hart Rd, which ties into SR 124 just east of Prescott. Is there sufficient WSDOT ROW to construct bike lanes or an off-road multiuse path along SR 124? Or could the speed limit (currently 65 and 40 mph east and west respectively of Smith Springs Rd) be lowered (to 25 or 35 mph) in the section just outside of the city limits to better accommodate bicycles? If so, could either be considered by WSDOT? – Most of our road at this location is on railroad ROW (railroad has 100' from rail), so we would need to work with railroad on pathway (railroad easement). Speed limits are reduced based on speed studies, so unless something changes (to slow people down), the speed limit will remain.

US 12 through Touchet, Lowden, and Dixie: Could the speed limits (currently 40 mph) be lowered (to 25 to 30 mph) to accommodate pedestrians and cyclists in these communities, specifically between Hanson Rd and Touchet North Rd, Lowden Gardena Rd and Lower Dry Creek Rd, and Pettybones Rd and Upper Dry Creek Rd, respectively? In addition, can RRFBs (or similar safety features) be added to existing pedestrian crossings in Touchet and Dixie? (In both communities, school students live on either side of the highway.) – Speed limits are reduced based on speed studies, so unless something changes (to slow people down) speed limit will remain unchanged. RRFBs or similar features in these rural communities are a real possibility.

In regard to setting state highway speed limits with bicycle and pedestrian activity in mind – The emphasis is on “activity”... are people using the roadway and having issue due to the traffic speeds.

- Has this been done elsewhere in the State? – I am not aware of any specific locations; but if it has happened, it would be the west side of the state within large metro areas.
- If so, what speed limit was set? – N/A
- What level of compliance has been observed? – N/A

After meeting with Columbia County, Dayton, and Starbuck representatives, the question of potential use of Hwy 261 between Smith Hollow Rd and Little Goose Dam Rd (east and west of the Town of Starbuck, respectively) and possibly all the way to the Snake River bridge came up. This stretch of state highway is very narrow. Is there enough State right-of-way available for an off-road path (4.2 to 7.4 miles)? – ROW is 30 ft on both sides of the centerline, and therefore insufficient for an off-rad path.

Question who controls the old Railroad bed?

Are there any plans in the future to improve the Hwy 261 bridge across the Snake River at Lyons Ferry? – No

In order to reach Lower Hogeeye Rd from Waitsburg (for an off-highway connection to Dayton), travel along US 12 might be required. Is there enough State right-of-way available for an off-road path between the Waitsburg city limits (just east of Taggart) and Lower Hogeeye (0.9 miles)? – There may be sufficient ROW; on the south side of US 12 in this area, WSDOT had purchased property for a bypass of Waitsburg. This abuts the existing highway and is about a 200-ft swath up to lower Hogeeye Rd. (It can be seen on Google Maps (property lines) with the satellite imagery turned off.)

A verbal follow-up related to the following additional items occurred on May 16, 2017:

- WSDOT has in the past partnered with municipalities on the maintenance for select trails; WSDOT would be interested in working with an umbrella agency, which coordinate trail maintenance volunteers for a potential “Adopt the Trail”-type effort.
- Larry Batterton in WSDOT Maintenance Office in Walla Walla can be contacted for trail maintenance requests

BMRT – Jurisdictional Meeting

Entity: U.S. Fish and Wildlife Services (US FWS)

Date: April 14, 2017

Participants: Lamont Glass, Refuge Manager – McNary, Umatilla, Cold Springs, and McKay Creek NWRs
Denise McInturff, Visitor Services – Mid-Columbia River NWR Complex
(Name not recorded), Mid-Columbia River NWR Complex
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Participants discussed a potential path desired by Burbank residents, which would provide a connection along the northern edge of the McNary National Wildlife Refuge (NWR) from the Hwy 124 roundabout to the Public Library on Lake Rd. US Fish and Wildlife Services (US FWS) representatives stated that the trail connection along the north side of the slough had been removed to provide a winter resting area for water fowl, and a complete trail connection from Hwy 124 to Lake Rd along the north side of the slough could therefore not be accommodated. However, US FWS staff revealed that the agency is planning to add a trail connection from the crosswalk just east of the Hwy 124 roundabout to the current Headquarters Trail, which continues along the south side of the slough all the way to Lake Rd. The National Environmental Protection Agency (NEPA) required environmental review has already been completed, but cultural permits were still needed for the proposed trail project. US FWS staff also suggested that in order to avoid future maintenance issues, the proposed trail would be paved as it gradually descends into the refuge area; a natural trail surface is then envisioned for the remainder of the new trail section. US FWS also shared that a paved trail surface is desired, which would allow use by bicycles.

[In light of the trail closure and the proposed new trail information provided by US FWS staff, the BMRT team subsequently approached Walla Walla County with the idea of a non-motorized connection along Lake Rd between Humorist and Hwy 124. It is important to note that Lake Rd in that section consists of two narrow travel lanes and no shoulders; should the County consider a sidewalk or path along Lake Rd, US FWS staff indicated a willingness to work with the County, if additional right-of-way is needed. However, Walla Walla Cnty Public Works estimated the cost to be very high for environmental planning and permitting related to the potential construction of a boardwalk next to Lake Rd; alternatively, Walla Walla Cnty Public Works expressed interest in a “bike-ped only” connection across the slough, which in 2013, was used by an average of 1,230 vehicles per day. Further discussion is needed to determine Lake Rd bicycle and pedestrian accommodations; refer to P. 2-17 in https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf for relevant Federal Highway Administration guidance.]

The US FWS was open to funding partnerships to accomplish the proposed trail development. A potential partnership with an umbrella agency responsible for organizing trail clean-up volunteers was seen as less likely, due to US FWS’ requirements for highly specific maintenance. US FWS staff also shared that the trails adjacent to the lower slough were currently not open to the public, as they were in need of restoration.

Suggestions were forwarded to Walla Walla County:

- Plan for bike and ped accommodations on Lake Rd between Hwy 124 and Humorist (across the slough)

Actions taken:

- Added US FWS proposed new trail connection and removed trails not open to the public and/or no longer in use

BMRT – Jurisdictional Meeting

Entity: US Army Corps of Engineers (US ACE)

Date: March 31, 2017

Participants: Chris Alford, US ACE Natural Resources Specialist – Walla Walla District
Mary Campbell, Community Council
Catherine Veninga, Community Council
Kevin Mills, Co-Chair Outdoor Recreation ITF
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Connecting Hood Park – Meeting participants discussed opportunities for enhanced connectivity between Hood Park and the community of Burbank, as well as to/from the US 12 Snake River bridge. It was determined that the path connecting the park and the state highway bridge was under the jurisdiction of the US ACE from the parking lot to the eastern edge of Washington State Department of Transportation (WSDOT) right-of-way and then starting again at the western edge of WSDOT right-of-way (ROW), continuing on to Cargill Pond. [In a subsequent discussion with WSDOT, the project team asked for clarification on the extent of the trail located within WSDOT ROW and what plans existed for its rehabilitation and continued maintenance. As of 4/18/17, WSDOT has not yet provided a response.] Also discussed was non-motorized access to the park from Hwy 124 in response to members of the Partnership for Greater Burbank, who suggested that WSDOT consider extending the current off-road path, east of the Hwy 124 roundabout, along the north side of the highway to the entrance roadway at Hood Park. [The suggestion has also been forwarded to WSDOT.]

Loop trail connecting Hood Park, Monument Dr., path next to rail tracks, and returning to Burbank along Humorist Rd. – In response to a second suggestion made by members of the Partnership for Greater Burbank, meeting participants discussed the possibility of a trail loop from Hood Park (connecting via donated easement along the north side of 812 W Sunset Dr) across Park Place and Sunset Road to the next larger parcel of US ACE land starting north of Glad Road, then following natural surface (social) trails on US ACE land all the way to Monument Dr. [Upon further investigation of available US ACE land, it was determined that east of Island View Rd, several narrow sections of US ACE land would force the trail next to a steep cliff. **Additional investigation and/or a potential site visit is required to determine which impacts that would have on user safety.**] The suggested trail would then turn south onto Monument Dr., crossing Hwy 124 and continuing on the west side of the rail tracks to Humorist Rd, and then head west, returning to Burbank. It was determined that the majority of land next to the rail track was not owned by the US ACE; the team found that Department of Natural Resources' records indicated ownership by the Department of Defense (DOD); **at this time, DOD is not a BMRT project stakeholder**; *additional research determined that the DOD parcel might be associated with the "Formerly Used Defense Site" (FUDS) Property Number F10WA0624 – further investigation is ongoing.* Within Hood Park, Chris Alford suggested to have the connection to the suggested loop trail separate from the current camping area nearby, so as to not mix these uses. He suggested locating access to the loop trail near the Snake River. A detailed alignment within the park was not yet determined.

Easement to connect Hood Park to additional US ACE land – Following the discussion of the suggested loop trail, Chris shared an example of a public easement, which allowed access across private land to US ACE facilities; a copy of the easement language could be shared with the couple who offered to donate the easement.

Connecting to Columbia Plateau Trail – Meeting participants discussed a potential tie-in from the south side of the Snake River to the Washington State Parks' Columbia Plateau Trail (CPT) via existing US ACE lands by opening the dams (Ice Harbor and/or Lower Monumental) to foot and bike traffic. (For crossing info, see: <http://www.nww.usace.army.mil/Missions/Recreation/Dam-Crossing/>) After checking with a US ACE subject

matter expert, it was determined that pedestrian and bicycle traffic across the dams will remain prohibited because of safety and security concerns.

Connecting to Palouse Falls State Park – Discussed was a potential connection from Lyons Ferry State Park to Palouse Falls State Park (both under the jurisdiction of Washington State Parks) using US ACE land. At this time, there are no marked trails. It was discussed that potential trails in this area might impact culturally sensitive areas, critical to several tribes, or require the crossing of private land, either of which made such a connection unlikely.

Trail near the Tucannon River mouth – In response to a suggestion made by a representative of the Town of Starbuck, non-motorized access to US ACE land near the Tucannon River confluence with the Snake River was discussed. Chris responded that access along the existing social trail was acceptable.

Access to Mill Creek between Gose and 9th – Based on high levels of public feedback received during the first round of public workshops, public access to Mill Creek between Gose and 9th was discussed. It was determined that the US ACE did not own the land adjacent to the creek, but access for inspection and maintenance activities was afforded via easement; however, the public does not have access to that section of Mill Creek.

Bennington Lake trail system – Meeting participants discussed the Bennington Lake trails. Public access to the trail system is provided from Tausick Way via the multi-use path located along the north side of Mill Creek; there is no public access to the trail system along the south side of the creek channel. Upon review of the current BMRT materials, it was determined that the map showed social trails in addition to the official US ACE trails. Chris suggested that the social trails be removed.

Sharing of trail counts – In order to better understand usage of the Bennington Lake trails, Andrea Weckmueller-Behringer asked if the US ACE could share trail usage or visitor count data with the project team. Chris forwarded the requested info.

Additional GIS resources – Chris shared additional mapping data, including boat ramps, boundaries of US ACE land within the region, and trails within Hood Park. Chris suggested that contact information be provided on all BMRT materials.

Actions taken:

- Digitized social trails for potential inclusion in the regional map - awaiting US ACE feedback prior to inclusion
- Continue investigation of DOD-owned parcel south of Monument Drive
- Removed unofficial trails (see attached kmz's) around Bennington Lake based on aerial imagery and the official trail brochure [Please note: Gravel access roads that provided connections between official trails were included in a separate file.]

BMRT – Jurisdictional Meeting

Entity: US Department of Agriculture, Forest Service – Umatilla National Forest
Umatilla and Pomeroy Districts

Date: March 27, 2017

Participants: Larry Randall, Forest Service Recreation Program Manager
John Mitchel, Retired - Forest Service
Mary Campbell, Community Council
Jon Campbell, Outdoor Recreation ITF
Andrea Weckmueller-Behringer, WWVMPO/SRTPO

Notes:

Meeting participants discussed the difference between system and non-system trails; system trails have an associated maintenance schedule, whereas non-system trails are not actively managed. Although dispersed access is not specifically prohibited, new ground disturbances are not allowed. Of particular concern to the Forest Service is “downhill biking”, a form of mountain biking that descends in a straight line and generally increases erosion.

Any ground disturbance requires the completion of an environmental impact assessment prior to the design and construction of a new trail. The cost of a trail project would also take into account ongoing maintenance activities.

As maintenance funding for system trails is limited, the Forest Service has in the past partnered with volunteer groups, who oversee the required certification process, which allows their volunteer members to undertake trail maintenance activities on behalf of the Forest Service. The South Fork Walla Walla Inventory Roadless area is one such part of the Umatilla National Forest maintained by a volunteer group; this particular area contains multi-use single tracks for non-motorized and motorized uses alike. Within the Wenaha-Tucannon Wilderness, the Washington Trails Association is assisting with the maintenance of system trails. The Forest Service has indicated a willingness to work with other umbrella organizations that can assist with trail maintenance.

Forest Service staff was interested in the public feedback collected at the 1st round of workshops; the compiled information is helpful in identifying those trails that held the most public interest. Of additional interest are potential short connections that would combine currently disparate system trails to form network. Of additional interest would be the creation of a continuous connection between Harris Park in Umatilla County and Dayton in Columbia County. [For details, refer to attached maps and accompanying Google Earth kmz files.]

Aware of a significant number of related requests throughout all public workshops, Forest Service staff stated that an expansion of summer uses could be considered for Bluewood. The ski resort operates within the Umatilla National Forest under a special use permit. It was noted that summer activities, such as hiking, mountain biking, and horseback riding, have been successfully implemented in ski resorts elsewhere.

During a review of the (Motor Vehicle Use (MVU)) roadways shown on the BMRT maps, Forest Service staff confirmed that the map contained only those roads open to vehicle traffic; during a review of the system trails Forest Service staff pointed out that the map displayed snow trails and suggested their removal to avoid confusion with system trails for hiking, horseback riding, and biking as appropriate. Further discussion focused on the Mill Creek watershed perimeter trail. It was determined that it crosses private land and should be removed. (Forest Service staff shared contact info for GIS staff related to restroom and potable water data.)

Actions taken:

- Identified system trails that, based on public input, hold public interest (see attachments)
- As suggested, removed snow trails from the maps