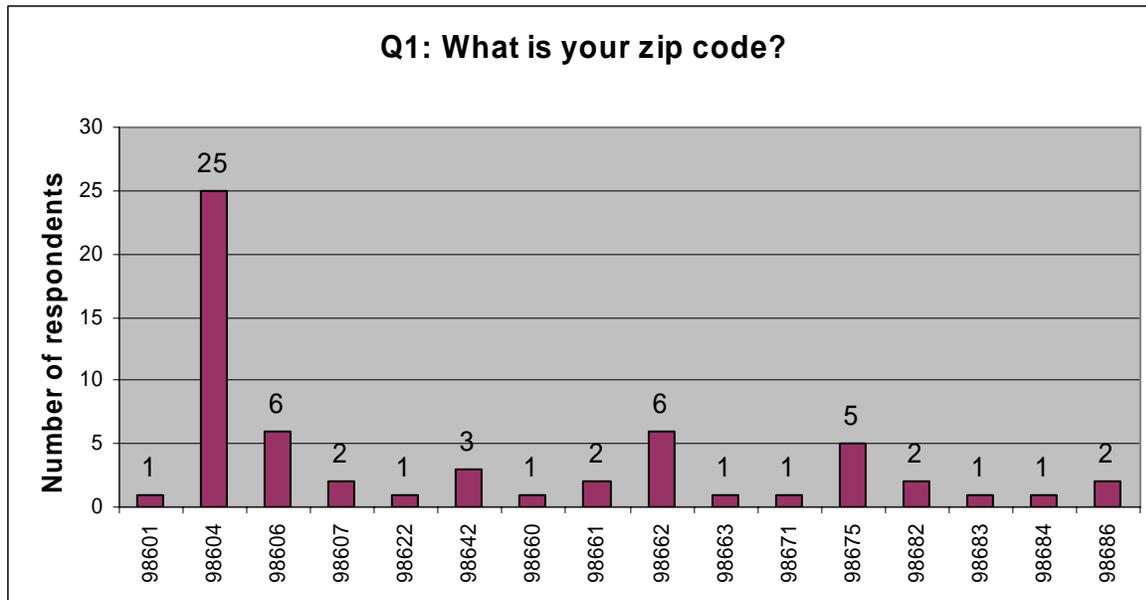




## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

The proposed Chelatchie Railroad Trail extends 33 miles diagonally through Clark County from Burnt Bridge Creek at Fruit Valley Road to the site of an old paper mill a few miles from Yale Reservoir. An evening open house was held in Brush Prairie on February 26, 2008 to gather input from the public. The following is a summary of the comments received in February 2008.

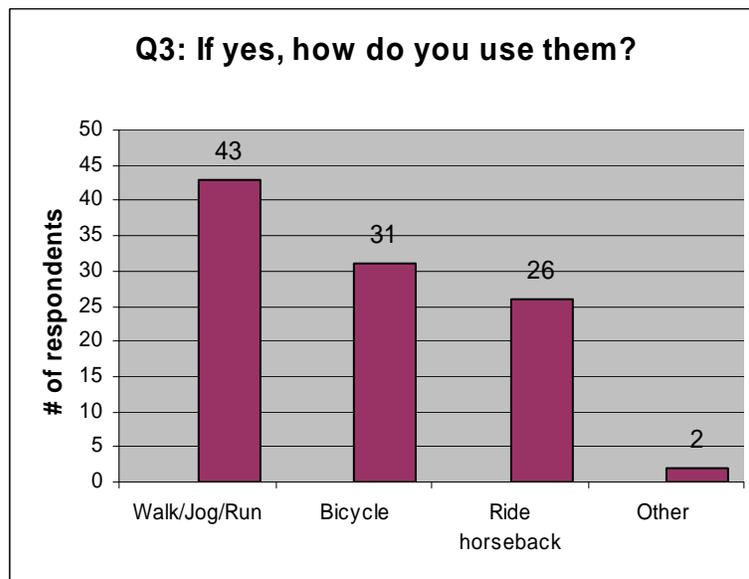
### 1. What is your zip code?



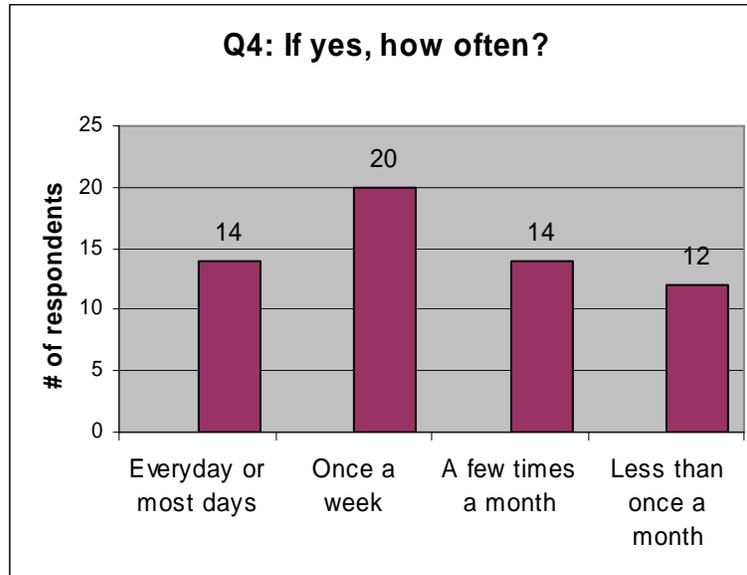
## 2. Do you use trails?



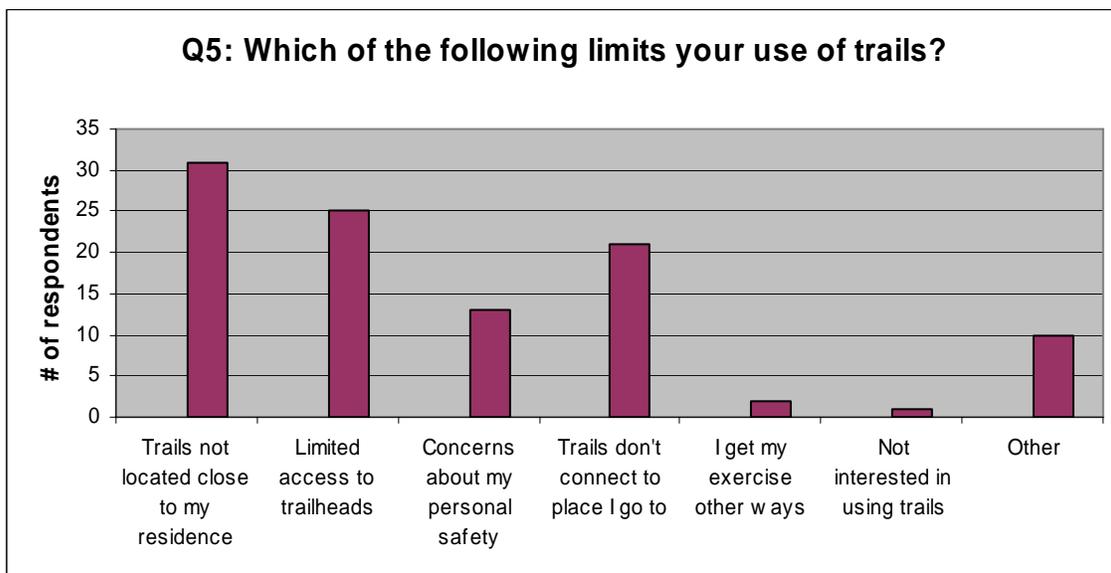
## 3. If yes, how do you use them?



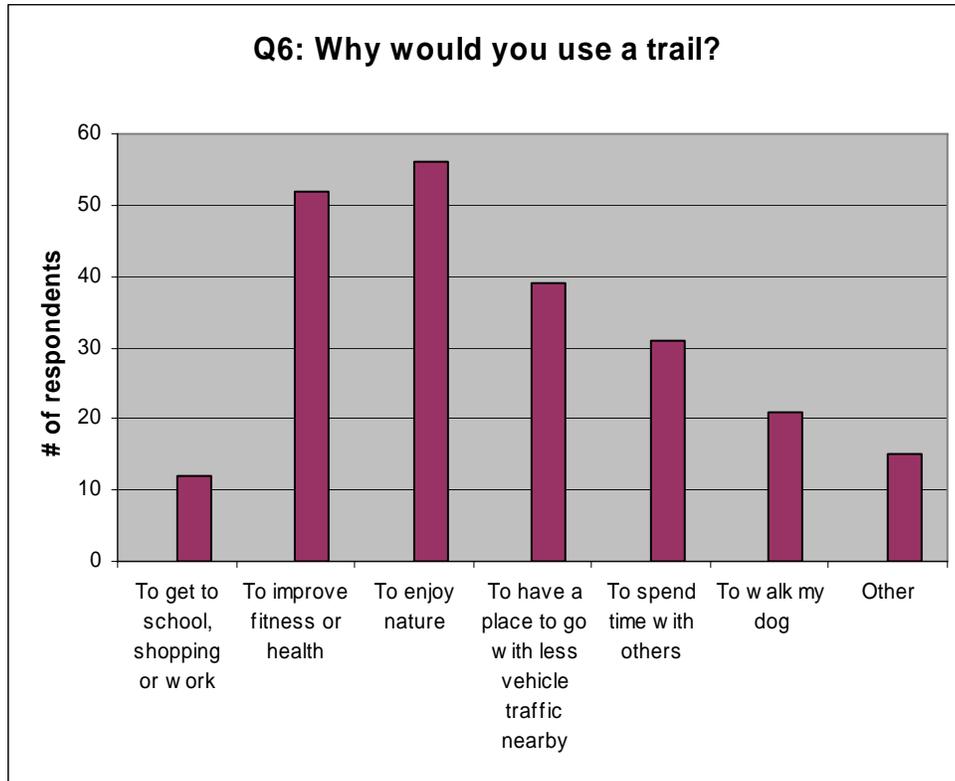
#### 4. If yes, how often do you use trails?



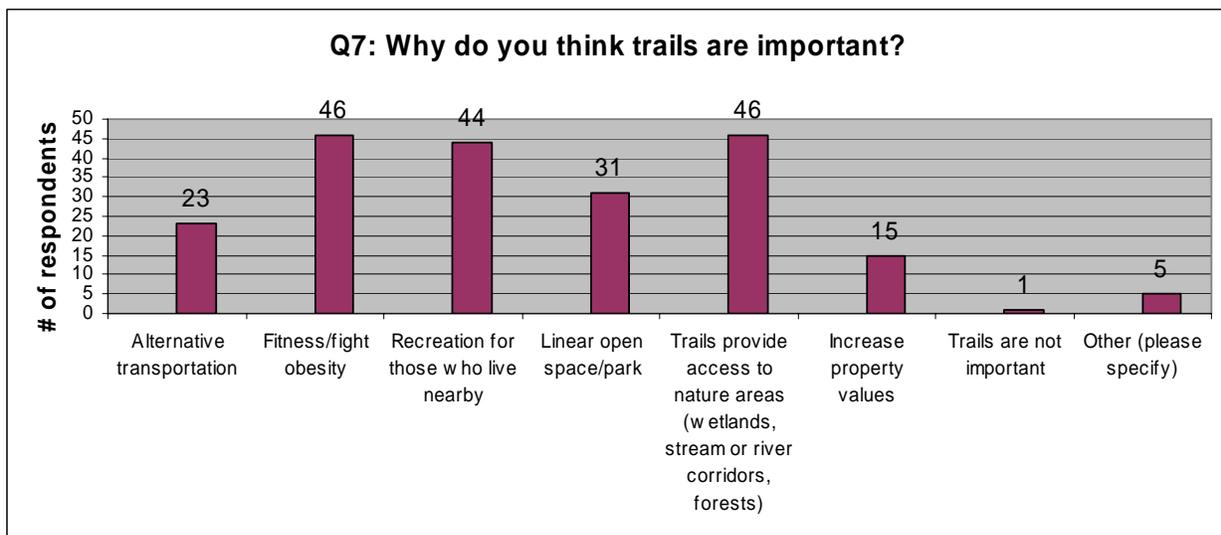
#### 5. Which of the following limits your use of trails?



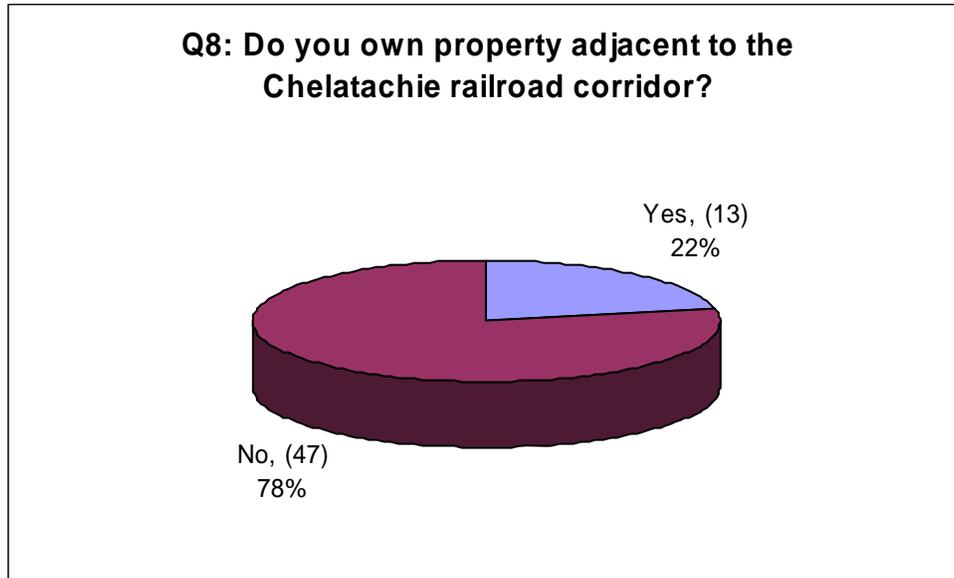
## 6. Why would you use a trail?



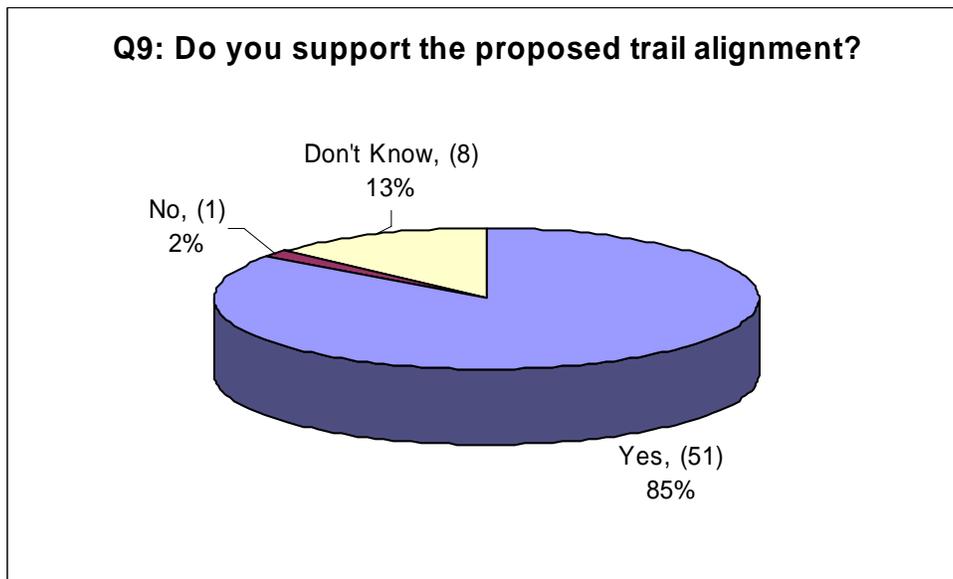
## 7. Why do you think trails are important?



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



**9. Do you support the proposed trail alignment?**



## 10. Please describe any particular concerns related to the recommended alignment.

### Alignment

Through Brush Prairie, asphalt plant is not going to be a good location.

I live less than 400 yards from 142<sup>nd</sup> Ave. where the trail is considered to go in. This road currently carries a lot of traffic. It will increase when the asphalt plant is built. It makes more sense for the trail to follow the RR tracks through Cedars Golf Course.

I worry that the proposed asphalt plant, if approved, will create too much dust to have the trail next to. Maybe it would be a better location for a light rail passenger station for when the oil runs out.

Would very much like to see the trail continue from Heisson to connect with the existing trail in Moulton Falls County Park. While I understand that it is a difficult segment, it would be wonderful to link BG Lake trails with the Moulton Falls/Bells Mt. connector/Dole Valley trails.

Hession to Hantwick? Needed trail to cross Yale Bridge badly- connect with trails at Saddle Dam and all the way to Cougar.

### Private property

Trail closeness to property line.

The trail should be fenced and access limited to non-motorized bikes and foot traffic. The property rights of adjacent property owners should be respected.

1) The trail splits our 5 acre piece in half. We would need access to it as it may be a buildable lot. 2) For security we would need secure fencing. 3) Increase in crime and vandalism relating to easy access to our back yard.

The railroad divides our property in half. We would need to have access to both sides. 1) Create an ag. Crossing with locking gates. 2) Build fences on both sides – increased traffic brings concerns of crime.

### Rail transit

It would be nice if the rail line was abandoned and converted to trail only but this is a good start, one long overdue.

### User conflicts/Safety/Danger

## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

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Loss of privacy in our rural area. Increased traffic causing crime, vagrancy, litter, etc. What will the separation be to protect my children with random people having access to my private residence.

Vandalism and increase in crime as walkers “discover” new areas they were not aware existed previously. This is true with any alignment, however. The Salmon Creek trail sure increased burglaries and vandalism of homes it passed when first opened.

Increased traffic, theft/vandalism, dog barking too much at trail users.

### **Equestrian**

Need for parking for horse trailers.

Need horse trails.

My concern is to provide trails for horses, proper setbacks from the rail line, and size and footing for equine use.

Making it easy for people with horses to have access.

Please include equine as much as possible.

Looks great! Please try to maximize access and use by horse as part of multi-use. It works great on section between Moulton Falls and Hantwick Park.

My biggest concern is that the equestrian people will lose access to additional trails/access.

Places to park horse trailers and start on trails and horse riders don't have enough trails.

Equestrian parking. Adequate footing and trail width for horses.

Adding adequate horse trailer parking at more than one location, esp. near Battle Ground lake SP so that the parking lot there doesn't get overwhelmed with users.

Plan for contiguous horse trail development.

### **General**

If you are going to go through with a project of this magnitude it should continue from one point all the way through.

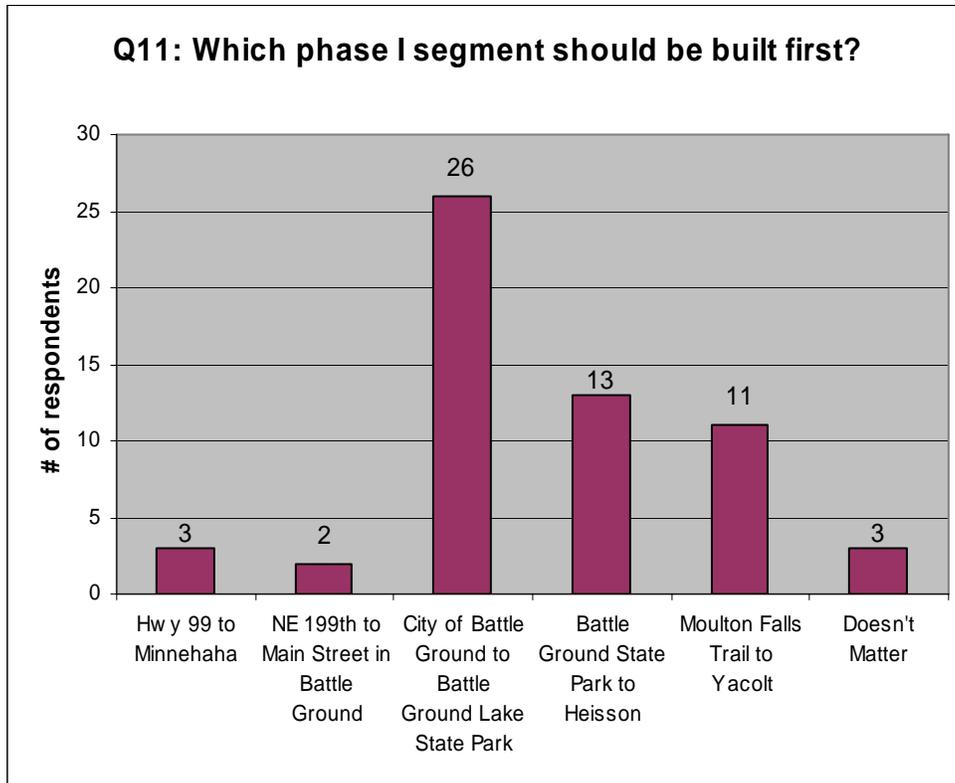
Law enforcement, archaeological concerns.

To be most accessible and have least vehicle crossings, separate from road alignments. Better experience overall.

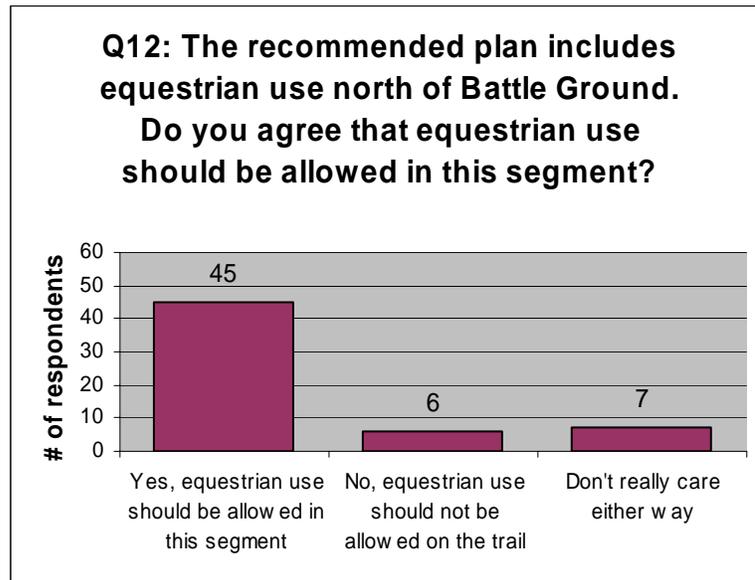
It seems so expensive to go next to the RR instead in it. There are tressles, slopes, dropoffs, boulders, etc.

Lots of people will mean more garbage, which is bad for nature and its habitat.

### 11. Which phase I segment should be built first?



**12. The recommended plan includes equestrian use north of Battle Ground. Do you agree that equestrian use should be allowed in this segment?**



**13. Are there any other comments that you would like to share with us?**

**Alignment**

Pull the tracks up, and re-pave. Probably cheaper than building a new alongside original tracks.

Rip rail track up and use as trail – relocate railroad.

**Equestrian**

Again, adding adequate horse trailer parking. Horseback riding is one of the few remaining activities that families can do together without sitting in front of the TV and be able to talk without distraction of cars, radios, etc. Families need more opportunities like this, not less!

Please don't mitigate equestrian influence. This is an important project for us and we potentially will be your biggest ally.

Equestrian parking, will need plenty of it. Would also like to see proper footing on trails for equestrian use.

## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

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Include horses!

Some areas south of Battle Ground should have horse use like Brush Prairie areas!!

I hope the equestrian needs will be provided. We are still waiting for the equestrian trail from the Fairgrounds to Whipple Creek Park.

### **Concerns**

Drugs are a problem at the BG skate park. My concern is the trail area could be used for trafficking and use of drugs.

The horse people ruin the trail experience for walker, bicyclists. There is horseshit in the parking lots, on the trails. How dare them not clean up their animals' messes!

Protection for property of adjacent landowners.

As a youth, I need a place to hike/ride safely.

I am concerned that residents were not directly notified about this project. We finally found out about it through a 3<sup>rd</sup> party and now all the meetings are over. Where is our voice? This will greatly affect our quality of life and we should have been told sooner.

### **Support**

The Chinook Trail Association supports the trail. It is part of the Chinook Trail.

Get it on! Yea!

Thank you for your energy in this endeavor.

Great work!

Love the trails. All ahead full!

I applaud your interest/work to make this a better community to work and live.

I really appreciate your outreach efforts and the overall initiative.

The economic benefits can not be over emphasized. A rail trail will attract tourists and their dollars. Businesses nearby will benefit. Please read Rails to Trails Quarterly Magazine.

Please hurry & thank you!!!!

## CHELATCHIE PRAIRIE RAIL/TRAIL PLAN

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Please hurry, I want to use the trail very soon! Thank you!

Let's get it built – I've been waiting – 20 yrs!

I think this is a great idea!

This idea is one of the best ideas in Clark Co. to come along! Now I won't have to drive to Portland Springwater Trail or to Olympia rail trails!

Great plan! Much needed recreational opportunity.

Our family would use this – improve our quality of life! You can't walk/ride on the roads – too dangerous!

### **Other**

This entire trail could be a great asset to the county if executed well. It could be a disaster if poorly done.

Check for old Rd grades @ Gerber McKee on left and further up – to save \$ Moulton Fall bridge will work for horses too and side guides and small amount on top.

If you don't have trail education classes, make them available so we can learn to appreciate one another's areas of interests – horseback riding (me!) jogging, walking, etc.

Why not start with the most rural aspect of the trail to determine how it works out?

Roads currently unsafe for walking or riding.

### **Volunteers**

I haven't heard about any volunteer needs. Are volunteers needed?

The equine community is organized enough to help in the construction and maintenance of any trails provided. Battle Ground Lake Trail is an on-going example of the horse community giving back.

The horse community will help build whatever trail and parking area we are allotted.