Trails Master Plan
City of Astoria, Oregon

2013-2033

ACKNOWLEDGEMENTS

The Astoria Recreational Trail Master Plan was a collaborative process involving the assistance of many agencies, groups and citizens within the community. The City of Astoria would like to thank all who contributed to this planning process.

PLAN CONTENT

BACKGROUND AND PROCESS

Research and analysis for the 2013 Recreational Trails Plan occurred over the summer and fall of 2012 in order to update the actions included in the 2006 Trails Master Plan.

Purpose of the Plan

This Plan provides guidance on needed trail improvements and provides recommendations for new trails within Astoria's City Limits.   It is intended to provide an overall vision for trails within the City; additional planning and research will be needed as resources become available to take action on recommendations within this document.

While the Plan's creation was managed by the Community Development Department, outcomes and actions will fall under the responsibility of the City's Parks and Recreation Department. For this reason, both departments have been involved with the planning process, along with many other agencies, partners, and members of the public. All planning efforts were geared to accomplishing the following objectives:

- To Identify & prioritize maintenance needs on existing trails
- To define a plan for maintenance of the trail system
- To Identify desired amenities for trails (signage, benches, etc.)
- To define some "loose" design standards for each trail type
- To Identify & prioritize new trails and trail connections
- To determine appropriate trail uses
- To Identify new codes or code amendments needed based on project outcomes
- To determine who is responsible for actions proposed in this Plan.
- To create a public trails map

Relevant Planning Documents

<u>Local Plans</u>

In 2006 Astoria completed and adopted the first Trails Master Plan for the City.   The City Council requested the Plan's development and it was created with the assistance of a committee appointed by the Council, Parks Department staff, the National Park Service Rivers, Trails and Conservation Assistance Program, the Columbia River Estuary Study Taskforce, Oregon Department of Forestry, and Clatsop Community Colleges' Upward Bound Students.

The 2006 Trails Master Plan documented 21.6 miles of trails within the City. This inventory included unofficial trails that were made by trail users and not officially recognized by the City; the majority of these unofficial trails exist primarily within the Urban Forest Area of the City[1]. Since the 2006 Trails Master Plans' creation, several occurrences have impacted the trail system in Astoria. The 2007 storm, or hurricane, was the first of these occurrences. Nearly all of the trails documented in the Urban Forest area in the 2006 Plan were decimated or severely impacted during and after this storm. While portions of the trails remain, they exist in fragments and lack connectivity. This has resulted in a network of "social trails" being developed throughout the forest. These trails are created and occasionally maintained by local residents.

In addition, the Riverfront Vision Plan was adopted by the City Council in 2008. This Plan included a vision to enhance the River Walk / River Trail, which includes the following principles:

- Maintain, repair, extend, and enhance the River Walk / River Trail
- Provide better pedestrian connections between the downtown and the riverfront
- Create amenities such as shelters, lighting and public restrooms in targeted locations
- Ensure adequate parking opportunities along and adjacent to the riverfront
- Address safety issues associated with mix of autos, pedestrians, trolley and other activities
- Ensure long-term maintenance of public improvements

The Riverfront Vision Plan resulted in extensions of the River Walk /River Trail along the Alderbrook Lagoon as well as another extension to LaPlante Park in the Alderbrook neighborhood. These extensions were constructed in 2012.

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[1] *The Urban Forest includes all land inside the City limits that falls outside the Urban Growth Boundary.*

<u>State Plans</u>

The Oregon State Parks and Oregon State University recently conducted a Statewide survey[2] on recreational preferences. In this survey, respondents from Region One[3], which includes Astoria, listed walking, jogging, and biking on sidewalks or trails as the top three most common recreational activities. They also listed the following as the top priorities for future recreation investments:

1. Dirt/other soft surface walking trails and paths

2. Public access to waterways

3. Nature and wildlife viewing

This is consistent with information that was collected in surveys conducted for the 2008-2012 Oregon Department of Recreation's Statewide Comprehensive Outdoor Recreation Plan (SCORP). The Statewide survey that informed this Plan document found that walking was the top activity across all age categories. Among older adults in particular, there was preference for trail related recreation and a projected growth for these types of activities.[4]

The State also has an Oregon Trail Plan[5] that identifies specific trail planning issues by regions. The following "needs" were identified in for the Northwest region, which includes Clatsop County:

- Connectivity: need for trail connectivity within the region providing access from urban to rural trails, connections between public facilities, parks and open space and connections from State and regional trails to community trails.

- More Opportunities Closer to Home: need for additional non-motorized trails (for all user types)—especially in close proximity to where people live.

- More Funding: need for additional funding for non-motorized trail acquisition and development. Potential strategies include allocating a certain portion of the State's lottery fund; acquisitions of fee title, easements and land exchanges; and ways to allow users to pay for trail facilities and services.

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[2] *Rosenberger, Randall and Lindberg, Kreg. Oregon Resident Outdoor Recreation Demand Analysis SCORP Planning Region 1 Summary, Nov. 2012.*

[3] *Region One extends along the north coast of Oregon from Clatsop County to Lane County.*

[4] *The survey indicated that walking was the most preferred activity, followed by jogging, bicycling, sightseeing and bird watching. Top activities listed for future participation (next 10 years) include walking, bicycling, jogging, bird watching, and day hiking.*

[5] *Oregon Trails 2005-2014: A Statewide Action Plan*
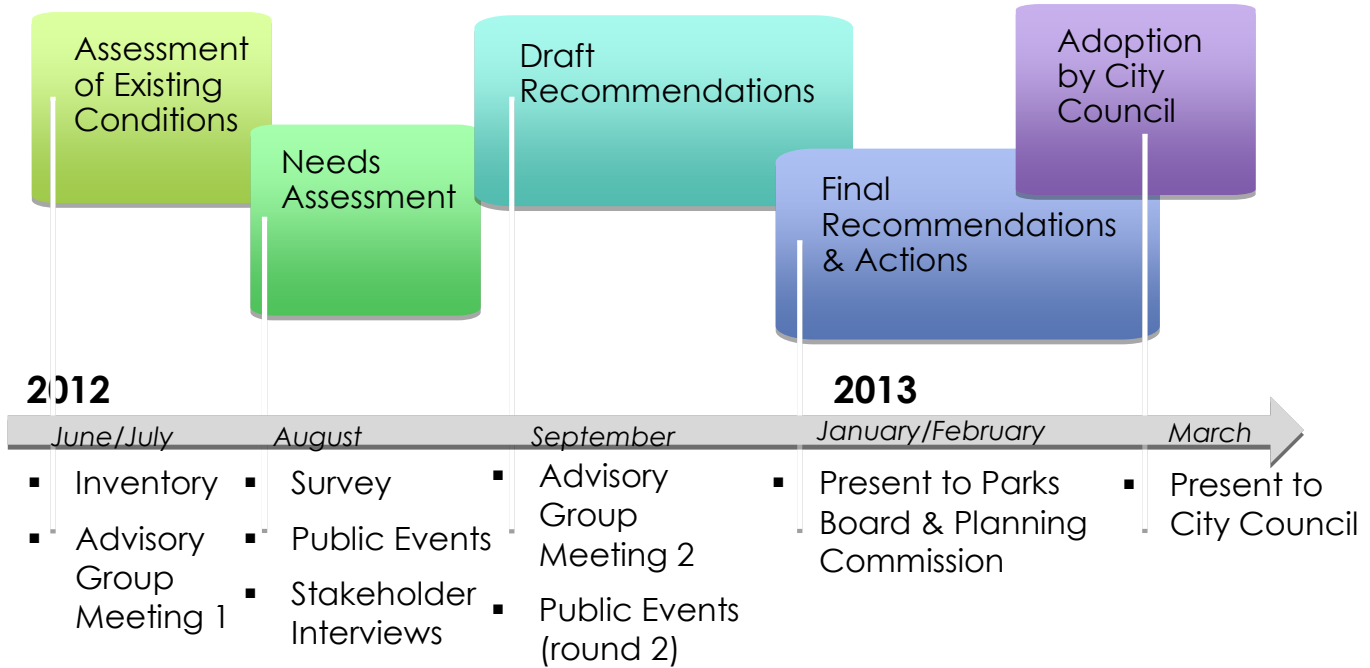
Planning Process

Figure 1.1 Planning Process Diagram

The trails master planning process was managed by the City of Astoria's Community Development Department and the Plan was created with assistance from the Lewis and Clark National Historical Park's Community Assistance Program.

The process is outlined in Figure 1.1. It included an assessment of existing conditions, determining trail needs in the City through public engagement strategies, drafting, and finalizing recommended actions. The Plan was reviewed and recommended for adoption by the Parks Board on February 25, 2013 and the Planning Commission on March 26, 2013. The City Council adopted the Plan and approved Code Amendments based on the Plan's recommendations on May 6, 2013.

EXISTING CONDITIONS

The physical characteristics of Astoria make it a unique and highly desirable place for outdoor recreation. This chapter will discuss these characteristics as well as some of the existing trails in the region that provide a foundation for the Master Plan to build from.
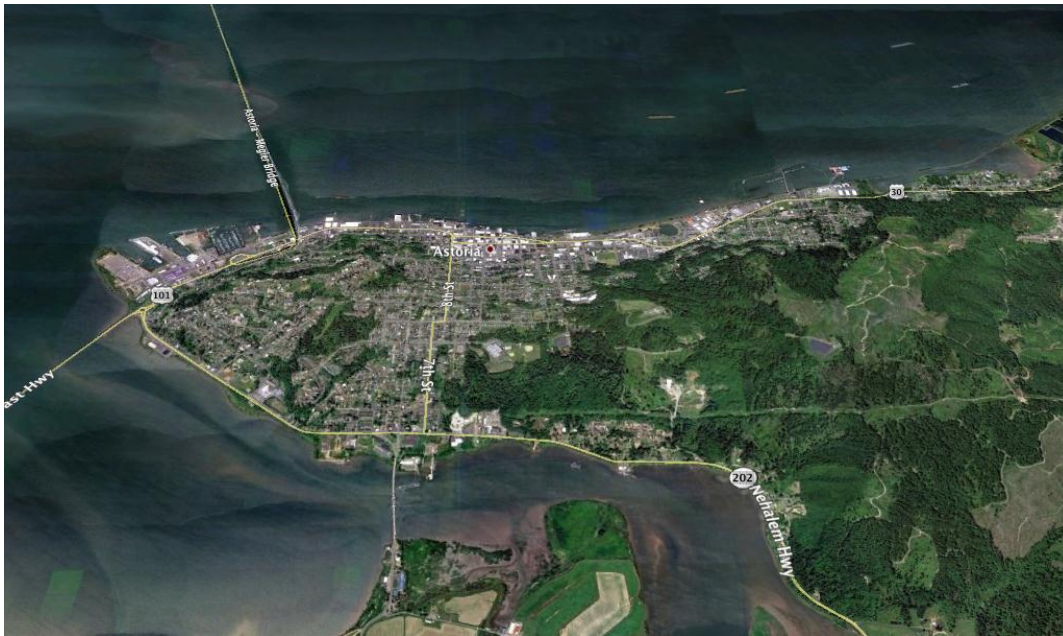
Physical Features

Astoria has many physical features that make it a highly desirable outdoor recreation destination for both locals and tourists. Water defines the majority of Astoria's boundaries with the Columbia River flowing along the northern edge of the City and Youngs Bay and Youngs River along the west and south boarders of the City. The diverse scenic opportunities available between the vast waters of the Columbia and the small, more sheltered waters of the bay are a highly valued destination for those that participate in outdoor recreation.[6]

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[6] *This is based on public outreach results collected through the process of creating this Plan. Further details and information about these results are discussed in following chapters.*

The City land area is approximately 6 square miles in size. The eastern/southeastern edge of the City is bordered by State forestland. This land is managed by Oregon Department of Forestry and public access along existing logging roads for recreational uses is permitted.

Astoria's geographical core consists of large hills that provide ample opportunities for scenic overlooks in all directions. These hills create a diverse range habitat types and experiences for recreationalists. Some hikers are drawn to the topographical challenges of the hillsides; while others are drawn to the water's edge where ease of access is improved.

Demographics[7]

Population

In 2010 there were nearly 9,500 people living within the City limits of Astoria with a density of just over 1,500 per square mile. The population has decreased slightly since 2000 (9,813). The age group that decreased the most between 2000 and 2010 can be seen in the 18 and under age group (by -18.4%). Overall there was a slight increase (1.3%) in the number of 18 and over people living in the City.

Families

Over half of the population in Astoria lives in family households (53%). While this is a significant portion of the population, it is less than the Statewide average of 63.4%. There is a greater number of individuals living alone than elsewhere in the State (38% compared to 27.4%).

Age

The residents in Astoria are slightly older on average than other places in Oregon. Compared to the State average, Astoria has a slightly lower population of youth, ages 5-19, (1% below the average) and slightly higher population of older adults, ages 55 and over (3.8% above the average).

Race & Ethnicity

While the significant majority of residents are white, non-Hispanic or Latino (84.2%), demographic trends indicated that Astoria may be becoming more racially and ethnically diverse. There was an 8.1% decrease in white, non-Hispanic or Latino residents between 2000 and 2010. The Hispanic or Latino ethnic population (of all races) has grown dramatically in the City (58.8% increase since 2000).

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[7] *All demographic data, with the exception of tourism data, came from the 2010 Census.*

<u>Tourism</u>

Longwood International has conducted tourism research for Travel Oregon throughout the State of Oregon. In 2010 they conducted an Oregon Coast Overnight Travel Study[8], which focuses on tourism throughout Oregon and looks at the Coast in general. A few key results that are relevant to Astoria are as follows:

- Overall, people come to the coast to rest, relax and recreate more than other locations in Oregon.

- The majority of the tourists come from the Portland area, followed by Eugene, Medford-Klamath Falls, and Seattle-Tacoma areas. Astoria is the closest stop with easy coastal access for Portland residents.

- Most people go to the coast to enjoy the outdoors, "tour" sites, and visit resorts. The average trip lasts 1-4 nights. An urban trails system provides a means for enjoying the outdoors and could provide access to "urban" sites within a reasonable timeframe for short term visits.

- The most popular activity participated in during vacations was visiting the beach/waterfront; the second was shopping. Astoria has easy access to both of these, with the potential for a trail system to connect the two.

- The average age of the visitor to the coast is 49.2 years of age. However, there is a slightly higher rate of families with children coming to the coast for their vacation as opposed to elsewhere in Oregon. This means recreational opportunities that appeal to the whole family are important.

In summary, Astoria's recreational infrastructure should cater to families as well as individuals and older populations. The City should consider the growing diversity in the community and potential for growing tourism when making decisions on the types and locations of recreational amenities.

Existing Trails

Astoria has several trails that are well established and used by the community. These existing trails were inventoried in the early stages of the planning process to document trailhead locations as well as length and condition. Less established, or social, trails through the urban forest were not included in this inventory. Astoria also has a collection of short, urban connectors. These paths, that generally connect pedestrians from one road to another within a right-of-way, are maintained by the

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[8] *http://industry.traveloregon.com/Research/General-Research.aspx*

Astoria Recreational Trail Master Plan
2013

Public Works Department and were not included in the inventory or in any part of the planning process. The exception is reference to Pipeline Road which is commonly referred to by the public as a trail even though it is classified as a "Connector Road".

Results from the inventory are shown in Table 2.1 and Map 1. Trail specific results from the inventory are outlined in Appendix A.

TABLE 2.1. Trail Lengths in Astoria

Trail Name	Distance (mi)
River Walk / River Trail	6.4
Richard Fencsak Cathedral Tree Trail	0.9
Pipeline Road (Connector Road)	1.3
Coast Guard Trail	0.3
Clatsop Community College Connector	0.2
Shively Park Loop	0.3
Middle School Path	0.7
Peter Pan Park Loop	0.25
City Water Reservoir 2 Path	0.2
Tapiola Park Loop	0.49
TOTAL	11.1 miles

MAP 1: EXISTING TRAILS IN ASTORIA

Legend:
- – – – Astoria City Limits
- —— Existing Trails
- • Astoria Landmark
- ⚑ Public School
- ▮ City Parkland

Tongue Point

Pier 39

HWY 30

Maritime
Memorial

River Walk

HWY 30
Bond

Maritime
Museum

Marine
Exchange

Franklin

33rd

46th

Nimitz Dr.

W Grand

8th
10th
12th

16th
17th

Irving

*Richard Fencsak
Cathedral Tree Trail*

Lexington

*Clatsop Community
College Connector*

Hwy 101

Glasgow

*Coast
Guard
Trail*

W Marine Dr.

Klaskanine Ave.

*City Water
Reservoir Path 2*

*Shively
Park
Loop*

Astoria
Column

Tapiola
Park

*Middle
School
Path*

N

| 0 | 0.25 | 0.5 | 1 Miles |

TRAIL NEEDS IN ASTORIA

Needs and desires for additional trails or trail improvements in Astoria were determined through a series of public events, a public survey, interviews and through the guidance of an Advisory Group. The process and overall results from these efforts will be discussed in this Chapter; more detailed results are provided in Appendix B.

Common Findings

Over 300 people were reached through public engagement efforts. From the feedback collected, certain comments and recommendations were heard repeatedly. Based on these comments, the following randomly ordered statements are likely true for the City of Astoria and it's residents:

- Hiking, walking, and dog walking are the favorite recreational uses of trails among residents.

- Developing a plan for coordinating trail maintenance, funding, and organization of future trail projects is something residents feel is high priority for the City.

- Increasing signage for wayfinding and regulations along trails should be a high priority action for the City to take when improving trails.

- Maintaining and increasing safety along trails should be a priority when managing the trail system.

- Improving & repairing existing trails should be prioritized over developing new trails when allocating funds for the trail system *(list of trail specific needs can be found in Appendix B)*.

- Increasing connectivity (both locally and regionally) and providing longer loops should be a priority when designing and developing new trails.

- Motorized uses of trails should be prohibited.

- Protecting and improving natural areas near or adjacent to trails should be included in trail management plans.

- Improving dog waste pick up among dog walkers should be encouraged.

Public Engagement Process

Public engagement played a significant role in the development of actions for this Plan. An advisory group, the City of Astoria, and Lewis and Clark National Historical Park provided guidance for the strategies used to conduct public engagement. These strategies included stakeholder interviews, a survey, and several public events. The process used to conduct each of these strategies will be discussed in detail the following paragraphs.

Advisory Group

Advisory group members provided feedback on the Plan's objectives, strategies for public engagement, and later on the proposed actions to be included in the Plan. Members of the group included representatives of agencies or organizations that own or manage land with existing trails or land located within the Urban Forest Boundary where there is potential for future trails to be developed. These members included representatives from Clatsop County, U.S. Department of Forestry, Clatsop Community College, the City of Astoria, and Lewis and Clark National Historical Park. A representative from the Astoria Police Department was also consulted at one meeting for perspective on the safety and enforcement of Plan elements. There were two meetings in total; the first meeting was held in July 2012 and the second meeting was held in September 2012.

Stakeholder Interviews

Interviews were conducted with stakeholders identified by the Advisory Group. Those interviewed included representatives from the following trail users and interest groups:

1. Dog Walkers
2. Mountain Bikers
3. Astoria Youth
4. Columbia River Estuary Study Taskforce (CREST)
5. Astoria School District
6. Astoria Parks Board
7. Mom's Club of Astoria
8. Astoria City Council
9. Angora Hiking Club
10. Clatsop Community College Hiking Club

Interviews lasted about a half hour and questions targeted needs and improvements to the Astoria trail system from the perspective of the user group the interviewee represented. Additional information gathered includes resources for the Plan's implementation and personal perspectives of local trails.

Public Survey

A survey consisting of 18 questions was developed to gain an understanding of the current level of use, types of use, desire for future trail developments and level of interest in participating in, or contributing to, future trail projects. This questionnaire was made available online using Survey Monkey and distributed throughout the community via email list serves. Paper copies of the survey were left at high traffic locations such as the Astoria Rec Center (ARC), Aquatic Center, local brewery and coffee shops, the Senior Center, Port of Play, City Hall, and were also available at each public event. The survey was made available for a 2-week period in August 2012 and was completed by close to 200 respondents.   A complete copy of the survey and survey results can be found in appendix B.

Public Events

There were two phases of public events conducted throughout the public engagement process. In the first phase, several strategies were utilized to gather input from the public on what they think about the existing trail system and what they would like to see in the future. These strategies included staffing a booth at the Sunday Market and holding an Open House at the local Fort George Brewery. Both of these events took place in August 2012 and were advertised widely throughout the community.

The information gathered in the first round of public engagement was used to generate a set of recommendations, which were then critiqued in a second round of public events. Strategies used in the second round of public engagement were geared towards finding out which recommendations were most popular and which, if any, should be eliminated. These strategies included staffing a booth at the Sunday Market and holding an Open House at Pier 39, adjacent to Coffee Girl. The second round of events took place in October 2012.

Public Engagement Results

In addition to the statements included at the beginning of this chapter, there were many additional comments and concerns collected throughout the public engagement strategies. These comments all fall within the following categories: Trail Maintenance & Improvements, New Trail Development, Design Standards & Amenities, Trail Regulations & Safety, and Management and Funding. More detailed reports from these efforts are included in Appendix B.

Trail Maintenance & Improvements

- The River Walk / River Trail is the most heavily used and favorite trail
- Trails in the urban forest area need maintenance, the City needs to develop a plan for maintenance

- The biggest concern along the Richard Fencsak Cathedral Tree Trail is drainage.

- Some general improvements needed throughout the trail system include improving drainage, controlling invasive species, increasing connectivity, and improving wayfinding signage.

- Trail maintenance should focus primarily on repairing eroded sections of trail.

- A list of trail specific needs was generated (see Appendix B2).

New Trail Development

- More trails are desired, especially in the urban forest area.

- New trails should be developed primarily to improve the connectivity of existing trails and key locations.

- New trails should try to provide connections to the following destinations: existing trails, Emerald Heights, Tongue Point, south Astoria, the urban forest, the Astoria Column, the waterfront, all schools (especially the Middle School and Clatsop Community College), and regional destinations like Warrenton, the Fort to Sea Trail, and airport trails.

Design Standards & Amenities

- The following uses are the most preferred (in order of preference): walking/hiking, pet walking, biking, and trail running.

- New trails should increase connectivity to create longer loops for recreational users, provide a diversity of experiences and good scenery.

- Favorite characteristics of trails include being safe, scenic, diverse, and well designed for the intended use.

- Desired amenities for specific user groups include: staging areas for mountain bikers, paved trails for strollers, bags and disposal sites for dog waste, soft surface trails for runners, longer loops for runner and hikers, and gathering spaces for educational use.

- Some characteristics that respondents like about existing trails include: easy access, scenic views (especially along the waterfront), and quietness.

- According to survey respondents, the most important needs for trails include: proper maintenance (64%), dog bags (47%), garbage cans (43%), directional signage at trailheads (41%), and protection of native species (40%).

- Soft surface trail experiences are preferred over hard surface trail experiences.

- Throughout the trail system there was a desire for improved signage

- Dog users would like a place to allow dogs off-leash

- Hiking maps of the region should be provided to the public

- Signage for wayfinding, regulations, and safety along trails should be improved.

<u>Trail Regulations & Safety</u>

- The biggest concern along the River Walk is safety.

- Over half of survey respondents agreed that ATV and Motorcycle uses negatively impact their experience on trails.

- Regulations need to be created and/or enforced to limit motorized uses on trails, limit other illicit behaviors (such as drug use and gunfire) to make trails a safe place to recreate, and to encourage dog waste pick-up.

- Safety along trails (human behavior and animals) is a concern of trail users.

<u>Management and Funding</u>

- Existing trails should be repaired and maintained before new trails are developed.

- New trail development and trail maintenance were the top two priorities for where funds should be allotted on future trail projects.

- About 80% of survey respondents were willing to donate at least $10 towards trail projects and almost 40% were willing to donate $50 or more.

- Over half of survey respondents (68%) were willing to volunteer to help work on trails and 85 respondents provided contact information for future projects.

Recommended Actions

Recommended Actions are a direct product of feedback provided from the people and agencies that were included in the public engagement process.

Process

Comments and feedback collected from the public engagement strategies listed in the previous chapter were transferred to action statements for the City of Astoria to consider including in the 2013 Trails Master Plan.   These draft actions were reviewed by the Trails Advisory Group, City staff, the Parks Board, the Astoria Planning Commission, and the general public during the second round of public engagement. Recommendations and comments from these efforts are included in Appendix B2. Actions were revised and finalized based on this feedback.

Vision

The City of Astoria aims to efficiently and effectively develop a trail network that provides trail users of all abilities and interests a variety of trail experiences.

Actions

Actions are grouped into the following categories: Trail Maintenance & Improvements, New Trail Development, Trail Design Standards and Amenities, Trail Regulations and Safety, and Trail Management and Funding. The actions are given numbers, however they are not listed in order of importance or priority.

1. Trail Maintenance & Improvements	
	Actions for Train Maintenance & Improvements
1.1	Designate 1 to 2 staging areas for mountain bike users. Staging areas act as trailheads with a slightly higher level of development, including areas for parking, waste disposal, signage and wayfinding, and possibly potable water and restroom facilities. Possible locations for these include the proposed sports complex at 1800 Williamsport Road, Emerald Heights, Mill Creek Road, or Pipeline Road.
1.2	Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail

1.3	Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. A maintenance/Improvement Plan should address the following trail specific considerations and desires collected through this planning process:
1.3.1	Prioritize the following trail improvements on Richard Fencsak Cathedral Tree Trail: • Repair poorly drained and deeply rutted sections of trail, • Re-route sections that are highly impacted and therefore not easily maintained or repaired, and • Either re-route or add steps in areas of significant grade.
1.3.2	Prioritize the following trail improvements on the Clatsop Community College Connector: • Make grade more accessible with use of steps or switchbacks.
1.3.3	Prioritize the following trail improvements on the Coast Guard Trail: • Work with Coast Guard to determine future plans for trails, and • Provide assistance with trail signage and amenities.
1.3.4	Prioritize the following improvements to Pipeline Road: • Provide dog bags and garbage cans, • Improve wayfinding and regulation signage, and • Provide benches along road (especially at overlooks.)
1.3.5	Prioritize the following trail improvements to the River Walk: • Work with Police Department to increase patrolling of trail, • Increase signage to encourage good trail etiquette, and • Develop a plan to manage invasive species.
1.3.6	Work with School District to improve the Middle School Trail: • Mark trailheads, and • Provide large gather spaces along trail for educational purposes.

2. New Trail Development

The following is a list of new trails to be constructed in Astoria. There was strong support for new trails that increased connectivity between existing trails and some preference for new trails that would create "new experiences" such as developing longer routes for runners and bikers to enjoy.

	Actions for New Trail Development
2.1	Expansion of the River Walk eastwards towards Tongue Point
2.2	Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus
2.3	Expansion of the River Walk along Young's Bay (along Hwy 202) to Williamsport Road
2.4	Provide clear connections from the River Walk to the Astoria Column
2.5	Create trail connections from the eastern River Walk extensions to the urban forest trails
2.6	Establish/improve a trail from the Clatsop Community College Connector up to the Astoria Column
2.7	Develop a trail that extends from Shively Park, crosses Williamsport Road, connects to the proposed sports complex at 1800 Williamsport Road
2.8	Develop a connector from the proposed sports complex to Pipeline Road
2.9	Develop a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail that is on public property
2.10	Develop a connector from Irving Road to the River Walk at Columbia Memorial Hospital (2111 Exchange)
2.11	Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood
2.12	Plan for future connections to the trail noted in 2.11 from the east (Scandinavian Cannery Road), north (44th & Franklin), south (Pipeline Road), and west (Richard Fencsak Cathedral Tree Trail)
2.13	Develop a trail around Tapiola Park
3.14	Work with the Coast Guard to expand the Coast Guard Trail northward
2.15	Develop a trail around Peter Pan Park
2.16	Work with the School District to develop a trail from the Middle School to Shively Park

3. Trail Design Standards & Amenities

3.1	**Actions for Trailheads**
3.1.1	Include dog bags for pet waste at each trailhead
3.1.2	Provide garbage cans at each trailhead
3.1.3	Provide trail name, wayfinding, and regulation signing at each trailhead (see signage section)

3.2	Actions for Trails
3.2.1	Provide connectivity by creating loops whenever possible
3.2.2	Route trails to take advantage of scenery and viewpoints
3.2.3	Provide seating opportunities occasionally along trails
3.2.4	Provide soft surface path for runners along paved trails when possible
3.2.5	Urban trails should be wider than forested trails to accommodate for multiple uses
3.2.6	Future posts/bollards installed along the River Walk should include reflectors or lights
3.2.7	When designing extensions of the River Walk, account for both bike and pedestrian safety measures. When feasible, include bike friendly surfaces.
3.3	**Actions for Signage**
3.3.1	Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations.
3.3.2	Develop official names for each trail in Astoria so that it can be signed and clearly defined for public use
3.3.3	Add signage with trail name, map of its location, and restricted uses at each trailhead
3.3.4	Add mile markers along trail routes
3.3.5	Provide educational opportunities regarding cougar and bear safety along forested trails
3.3.6	Consider including signage providing education on trail etiquette along multi-use trails or at trailheads
3.3.7	Consider including interpretive signage at appropriate locations

4. Trail Regulations and Safety	
	Recommendations for Trail Regulations and Safety
4.1	Prohibited activities include: use of firearms, target practice, equestrian, and motorized bikes or vehicles (Note: "wheelchair" as defined in the American With Disabilities Act is not included as a prohibited motorized vehicle)
4.2	Coordinate with public safety agencies to develop a plan to address illicit behavior throughout the trail system

5. Trail Management & Funding	
	Recommendations for Trail Management & Funding
5.1	Trail funds should be prioritized for maintenance first and then for new trail development
5.2	Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area
5.3	Work with partners to develop a plan for invasive species control
5.4	Designate a Trail Coordinator within the Parks Department to track progress, coordinate trail projects, and proactively engage volunteers to accomplish trail goals
5.5	Develop a Parks/City internship or AmeriCorps position to assist the Trails Coordinator
5.6	Work with partners to establish walk/run/bike events along trails to raise money and awareness about trails. Utilize these events as opportunities to recruit volunteers, host workdays for trail improvements, advertise donors/partners, and provide information about proper trail etiquette.

Recommended Code Amendments

To enable the above-recommended actions to occur, amendments to the City of Astoria's Comprehensive Plan will be needed. Recommendations for these amendments can be found in Appendix D.

MAP 2: PROPOSED TRAILS IN ASTORIA

Legend
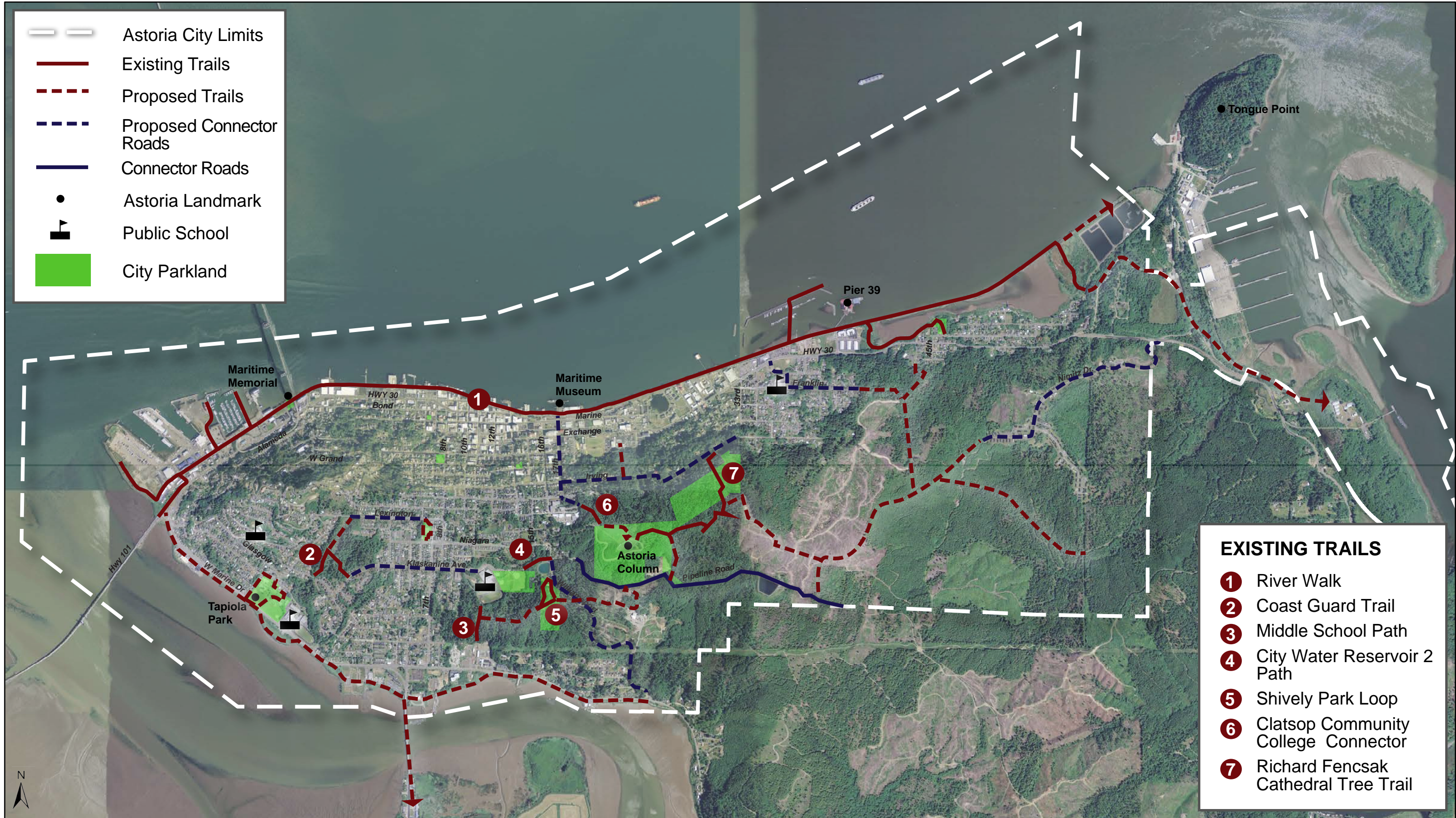
- Astoria City Limits
- Existing Trails
- Proposed Trails
- Proposed Connector Roads
- Connector Roads
- Astoria Landmark
- Public School
- City Parkland

Tongue Point

Pier 39

Maritime Memorial

Maritime Museum

Marine Exchange

HWY 30 Bond

HWY 30

Franklin

W Grand

Lexington

Niagara

Irving

Astoria Column

Pipeline Road

Klaskanine Ave

Glasgow

W Marine Dr

Tapiola Park

Hwy 101

N

0   0.25   0.5   1 Miles

EXISTING TRAILS

1. River Walk
2. Coast Guard Trail
3. Middle School Path
4. City Water Reservoir 2 Path
5. Shively Park Loop
6. Clatsop Community College Connector
7. Richard Fencsak Cathedral Tree Trail
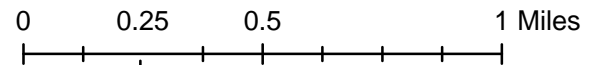
IMPLEMENTATION

Implementation of these recommendations will occur over the next 20 years. This chapter discusses who will be responsible for the implementation of the Plan and provides resources to assist with implementation.

Plan Implementation and Management

Implementation of this Plan is intended to occur over a 20-year timeframe under the direction of the City of Astoria Parks and Recreation Department. Action items will be implemented as the necessary funds and resources become available. The Parks Department will need to assess the feasibility of completing each of these on an annual basis. The City of Astoria Community Development Department or other local organizations may be able to provide assistance when appropriate.

Throughout the planning process, some of the actions were identified as higher priority projects than others (see Appendix B2 for the public's priorities). Funding and resources should be actively sought after for projects that ranked higher in priority.

Resources for Implementation

Throughout the planning process, it was apparent that maintenance and funding were the two biggest concerns on everyone's mind when it came to trail projects and improvements. Not being able to maintain new projects and the inability to fund them are likely the two factors with the most potential to hinder progress on the Plan's implementation.

In attempt to ameliorate these concerns, a substantial list of local resources was generated throughout public engagement process to assist with both funding and/or labor needs of the City. Some State and National opportunities have been added to the list to maximize its usefulness. For additional ideas and opportunities see the lists of references included in Appendix C.

Potential long-term partners for volunteer work:

The following groups could provide assistance with general maintenance tasks on a regular (1-2 times/year) basis. These groups all have a leader that can help

facilitate volunteer work which, depending on their level of commitment, will result in requiring little to no supervision by City staff. Some possible tasks these groups could take on include: an annual or biennial trail clearing of overgrown brush or branches in trails, litter pick up, conducting trail assessments to document needed work such as sign repairs or replacement, removal of fallen trees, or replacement of missing steps.

Possible groups include[9]:

- Boy Scout, Cub Scout, & Girl Scout groups
- School District cross-country team
- Angora Hiking Club
- Clatsop Community College Hiking Club
- Tongue Point Job Corps weekend work groups
- Mom's Association volunteer days

Skilled or Supervised Labor Resources:

These groups could take on projects that require a bit more skilled labor and focus such as building new segments of trail, building or replacing stairs, repairing water damaged trail, installing signage, installing benches, or removing fallen trees. The City would need to plan for these projects and contact the appropriate group liaison to coordinate the project. The City may need to provide materials, some equipment, or supervision for projects depending on the group.

Possible groups include:

- Upward Bound: This is a program through Clatsop Community College where high school students work on developing job skills.

- Senior Projects: Astoria High School requires 20-30 hours of community service as a part of student's senior project. These projects require a mentor and at the end of the project they write a paper on what they accomplished. The City should designate one person as a mentor for trail projects and inform a school liaison that this opportunity exists.

- Boy Scouts of America Eagle Scout Projects: A Boy Scout working to become an Eagle Scout is required to perform a community service project. These projects require a mentor and that the Scout coordinate the project including supervising volunteers they recruit, and obtaining needed supplies for the project. The City should designate one person as a mentor for trail projects and inform the Fort Clatsop District Boy Scout Eagle Board liaison that this opportunity exists.

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[9] *Available contact information for these groups will be provided to Community Development Department staff upon completion of this Plan*

- Tongue Point Job Corps Projects: The Landscaping and Facilities Maintenance trades at Job Corps may occasionally be interested in pursuing a trail project as a part of their program. To encourage this, the City needs to communicate with the liaison to determine which project might be most appropriate for their skill and timeframe. Job Corps will provide an instructor, but the project will still need supervision from an outside project coordinator.

- National Park Service: The nearby Lewis and Clark National Historical Park has both trail building and maintenance experience. They should be considered a primary resource when it comes to designing or laying out new trails. Additional assistance with physical maintenance, construction, or equipment may be available through their Community Assistance Program. Contact the Chief of Maintenance to discuss this possibility.

- A Clatsop County Sheriff's Department Correctional Facility may be able to provide skilled labor for projects.

- The Northwest Trail Alliance provides assistance with the construction of Mountain Bike Trails in the Northwest. They have some free resources and some resources that would require funds. Check out their website: http://www.imba.com/teaming/northwest-trail-alliance-nwta

Possible Funding Resources

Trails are relatively inexpensive recreation projects and small donations and fundraisers can make a big difference. Below are a few resources for both small funds as well as a few that could bring in more money for larger projects. An expanded list of potential grant resources for trail building is included in Appendix C.

- Local 4H Club: does some fundraising for local groups and might have interest in sponsoring some dog-related amenities or projects.

- Clatsop Animal Assistance: provided dog bag dispensers along the River Walk and may be interested in providing similar assistance in the future.

- Ford Family Foundation: provides funds for projects in communities like Astoria through their grants and their leadership classes. (www.tfff.org)

- Local Lion's Club or Kiwanis Club may be willing to coordinate some fundraising events for trail projects.

- Oregon Department of Recreation: ODR provides Grants and Recreational Trail grants on a regular basis (http://www.oregon.gov/OPRD/GRANTS/pages/index.aspx). This grant provides funding for both new and existing trails.

Additional Volunteer Resources:

The community of Astoria is excited about the prospect of improving their current trail system. Throughout this planning process, roughly 100 people from the community signed up to be informed on future trail projects, many of whom were willing to volunteer to help make them possible.[10] This excitement and potential workforce is an asset that, if well utilized, could assist the City greatly.

For assistance with coordinating projects and/or volunteers, the City could consider having an AmeriCorps volunteer provide assistance. There are many AmeriCorps programs; one that might be worth looking into is the Resource Assistance for Rural Environments (R.A.R.E.) program based out of the University of Oregon.

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[10] *Public survey results indicated that about 80% of survey respondents were willing to donate at least $10 towards trail projects and almost 40% were willing to donate $50 or more. In addition, over half of survey respondents (68%) were willing to volunteer to help work on trails and 85 respondents provided contact information for future projects.*

APPENDICES

Appendix A. Trail Inventory

River Walk / River Trail

Distance: 6.4 miles

Location: Along the Columbia River on the north side of Astoria from Smith Point / Port area to Lagoon Road on the east.

Trailhead Access: Accessible from all portions of the waterfront. Trailhead parking at the west-most end on Port property and at Maritime Memorial Park. The recent eastward extension provides access from the Lagoon Road trailhead in the Alderbrook neighborhood. Public parking is available at various locations along the trail including at street ends, Columbia River Maritime Museum, and 10 Sixth Street parking lot.

Allowed Use: multiple use (hard surfaced)

Description: Flat, mostly paved surface; some portions are on wooden railroad trestles. Trail passes through urban, industrial, and natural area environments.

Amenities:
- Scenic waterfront
- Some parking
- Benches
- Garbage cans
- Dog bag receptacles
- Interpretation of the waterway
- Accessible from downtown
- Bridges
- Historic trolley
- Accessible

Condition: Good

Richard Fencsak Cathedral Tree Trail

Distance: 0.9 miles

Location: From the Astoria Column, through the urban forest, to 2800 Block Irving Avenue

Trailhead Access: Access from Column parking lot and from pullout with a gateway located in the 2800 Block Irving Avenue

Allowed Use: pedestrian only

Description: Soft-surface footpath through the urban forest. Changes in elevation and natural surface of path make it not accessible to all users.

Trailhead access from Irving Avenue

Amenities:

- Natural area/forest
- Parking at the Astoria Column and a couple spaces at the Irving Avenue trailhead
- Benches
- Garbage cans
- Dog bag dispensers
- Large Cathedral Tree along trail
- View of Astoria from the Astoria Column

Condition: Moderate - Poor

- Grade is over 20% in some areas
- Stairs and trail infrastructure suffer from significant erosion

Pipeline Road

(Connector Road not a "Trail")

Distance: 1.3 miles

Location: Urban forest from James Street at Williamsport Road to the east beyond City limits to Market Road in Svensen

Trailhead Access: Eastern end of James Street.

Allowed Use: multiple use (hard surfaced), currently includes ATV and motorbike use. Gate limits access to non-authorized vehicles.

Trailhead access from James Street

Description: Connector road. Paved, then gravel surfaced road through Urban Forest. Provides access to Reservoir. Some topographical changes but grade is generally below 10%.

Amenities:

- Parking
- Accessible
- Scenic overlooks
- Natural area/forest

Condition: Good

Coast Guard Trail

Distance: 0.3 miles

Location: On Coast Guard Housing; from Alameda Avene to West Klaskanine Avenue

Trailhead Access: no marked trailheads

Description: Soft surface trail through Coast Guard property. Topography over 10% in some areas.

Allowed Use: pedestrian only

Amenities:

- Access to Coast Guard housing

Condition: Poor

- Overgrown/unmaintained

Clatsop Community College Connector

Distance: 0.2 miles

Location: From Jerome Avenue & 17th Street (at Clatsop Community College) to the bottom of the Astoria Column (at 26th Street).

Trailhead Access: Clatsop Community College parking lot

Description: Soft surface (gravel) trail with steep grades

Allowed Use: pedestrian only

Amenities:

- Natural area/forest
- Access to Clatsop Community College and Astoria Column

Condition: Good

- Relatively new trail surface

Trail entrance from the CCC parking lot.

Shively Park Loop

Distance: 0.3 miles

Location: at Shively Park, located just south of City Water Reservoir 2 at the top of Williamsport Road

Trailhead Access: From Shively Park parking lot

Description: Hard surface (paved) loop through wood natural area. Accessible. Soft surface social trails lead south to power line areas.

Allowed Use: multiple use (hard surfaced); gate prevents non-authorized motorized use

Amenities:

- Parking
- Garbage cans
- Dog bag receptacles
- Natural area/rorest
- Covered pavillions for picnicking
- Historic Weinhard Hotel architectural display

Condition: Good

Middle School Path

Distance: 0.7 miles

Location: from Astoria Middle School (1100 Klaskanine Avenue) south through County property to Highway 202 near 1100 Olney Avenue.

Trailhead Access: no marked trailheads

Allowed Use: pedestrian

Description: soft surface trail with steep grades

Amenities:

- Natural area/forest

Condition: unknown

- Access from Middle School is undefined.

City Water Reservoir 2 Path

Distance: 0.2 miles

Location: From Astoria Middle School (1100 Klaskanine Avenue) to City Water Reservior 2 on 16th Street (1597 James Street)

Trailhead Access: no marked trailheads

Description: follows utility corridor from northeast corner of Middle School property towards the Reservior.

Allowed Use: pedestrian

Amenities:

- Natural area/forest

Condition: Moderate/Good

- Access from Middle School is undefined.

Appendix B. Public Engagement

B1. Findings from Public Engagement Activities, Round 1

Public Engagement

A significant portion of the Astoria Recreational Trails Master Plan project consisted of determining what the public and trail users desire most for a trail system in the City of Astoria. There were three main strategies used to collect the public's feedback: (1) a public survey, (2) staffing public events, and (3) stakeholder interviews. A summary of key findings from all of these events are included in the following section, followed by a more detailed description of the process and results from of each of these strategies.

Recurring Public Comments / Suggestions

1. Hiking and dog walking were the two favorite activities of participants

2. Develop plan for coordinating trail maintenance, funding, and organization of future projects

3. Increase signage for wayfinding, regulations, and safety along trails

4. Improve safety along trails (human behavior and animals)

5. Improve existing trails *(list of trail specific needs can be found on Pages 13 & 19 of this Appendix)*

6. Plan for connectivity – both locally and regionally

7. Add additional trails in order to create longer loops

8. Limit/prohibit motorized uses on trails

9. Manage invasive species along trails

10. Dog waste pick up needs stronger enforcement/encouragement

There was also large public support for trail projects in the region. Over half of the people who completed the survey were willing to help volunteer to work on trails and more than 85 names were collected for future trail projects. In addition, 80% of people were willing to donate at least $10 towards trail projects.

Public Engagement Detailed Results

The following are more detailed descriptions of each process used during public engagement and the results from activities used at each of these events.

Public Survey:

A survey consisting of 18 questions was developed to gain an understanding of the level and type of use of existing trails, desires for future trail developments and level of interest in participating or contributing to future trail projects. This questionnaire was made available online using Survey Monkey and distributed via list serves throughout the community. Paper copies of the survey were left at high traffic locations such as the Astoria Rec Center (ARC), Aquatic Center, local brewery and coffee shops, the Senior Center, Port of Play, City Hall, and were also available at each of the public events. The survey was made available for a 2-week period from August 10, 2012 to August 24, 2012. A complete copy of the survey can be found in Appendix B3 and results from the survey are as follows:

Do you live within Astoria's City Limits?
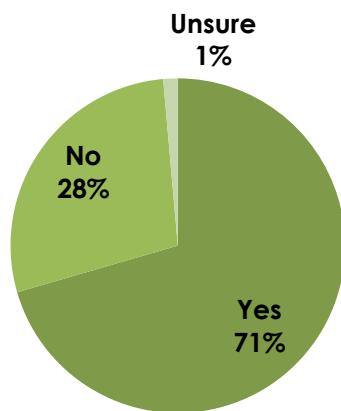
Unsure
1%

No
28%

Yes
71%

81% Response

Which neighborhood do you live in?

Neighborhood	Percentage
None of the above	20%
Hilltop/Peter Pan	18%
Downtown/Central Neighborhood	18%
Uppertown	14%
Uniontown	9%
South Slope/Williamsport	8%
Unsure	6%
Alderbrook/Tongue Point	5%
Smith Point	2%

70% Response

Which category below includes your age?

Age Category	Percentage
14 or younger	1%
15-19	1%
20-29	9%
30-39	19%
40-49	29%
50-59	19%
60 or older	23%

81% Response
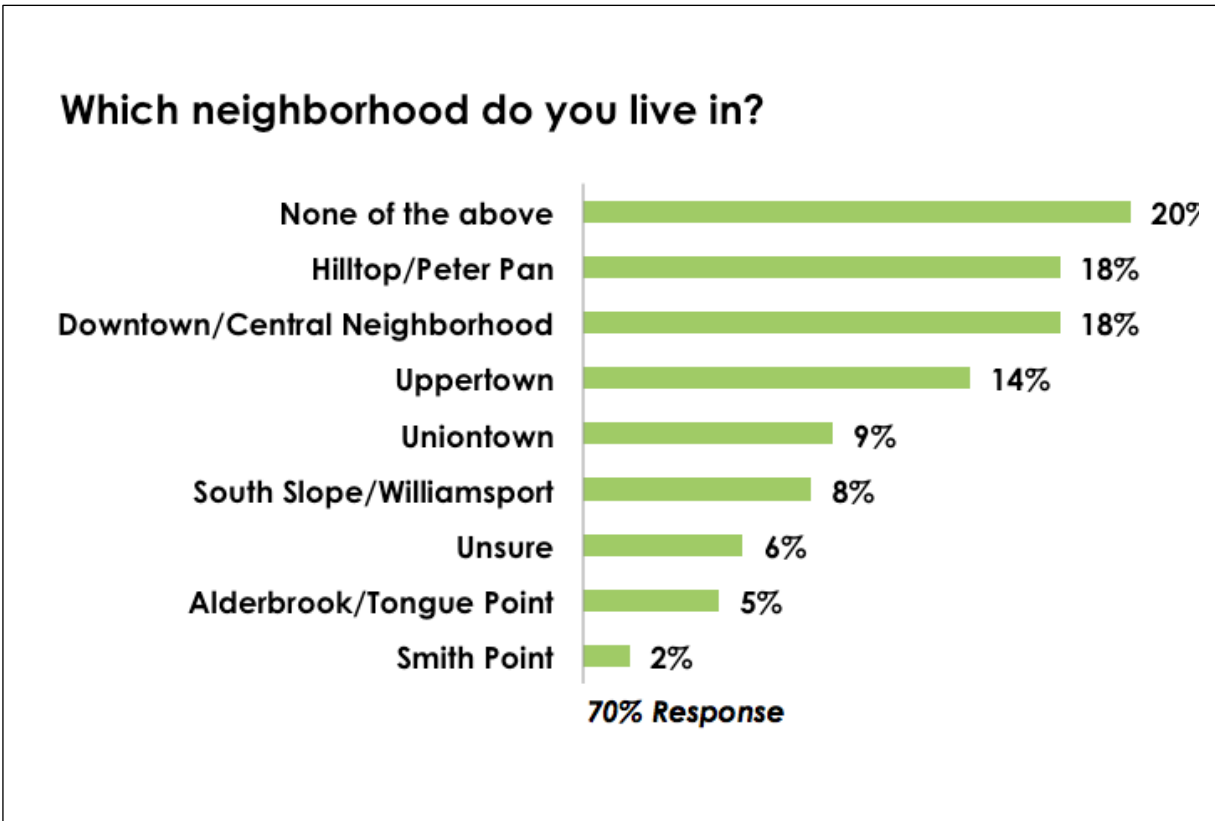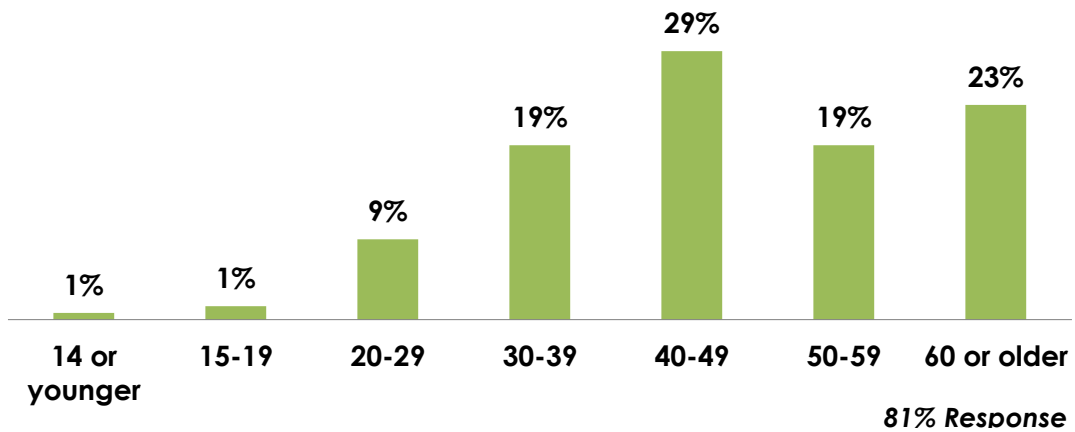
Astoria Recreational Trail Master Plan
2013
Appendix

Do you currently use trails within the City of Astoria?
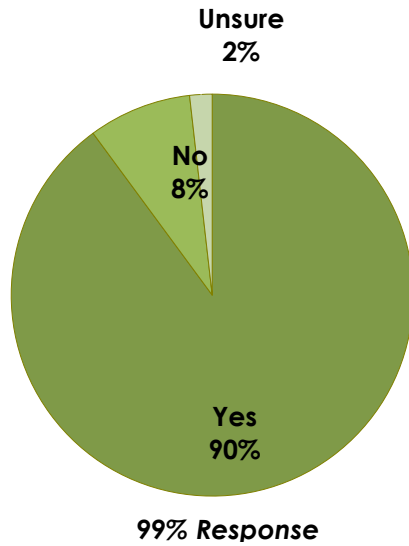
Unsure
2%

No
8%

Yes
90%

99% Response

How often do you use the trails within the City of Astoria?

Once a week	36%
Daily	29%
Once a month	22%
Never	9%
Once a year	5%

98% Response

If you rarely use the trails, why not?

Response	Percentage
Not applicable, I use the trails	55%
Don't know they are there	24%
Don't know how to access them	17%
Concerned with condition of trails	11%
Activities I'm interested in are not supported by the trails	6%

67% Response
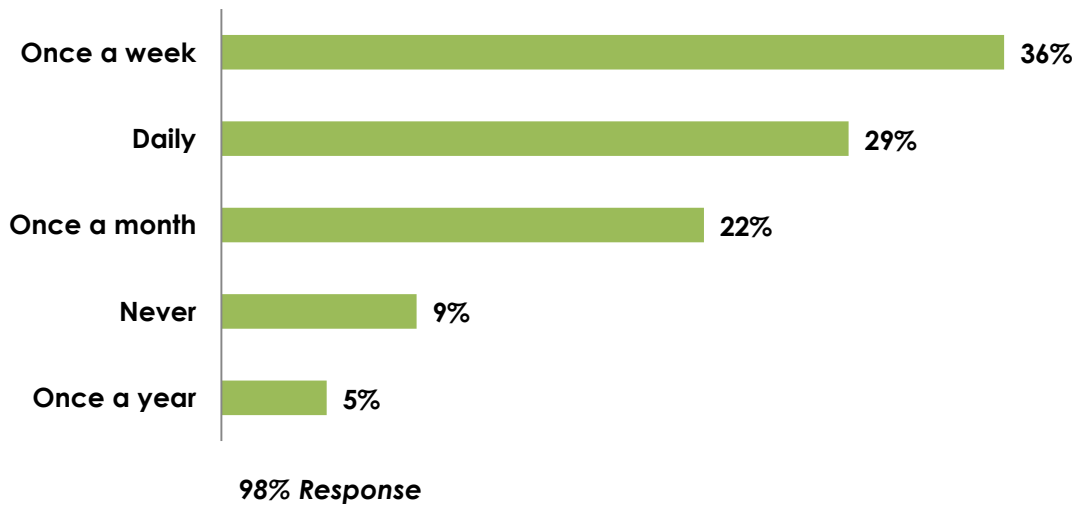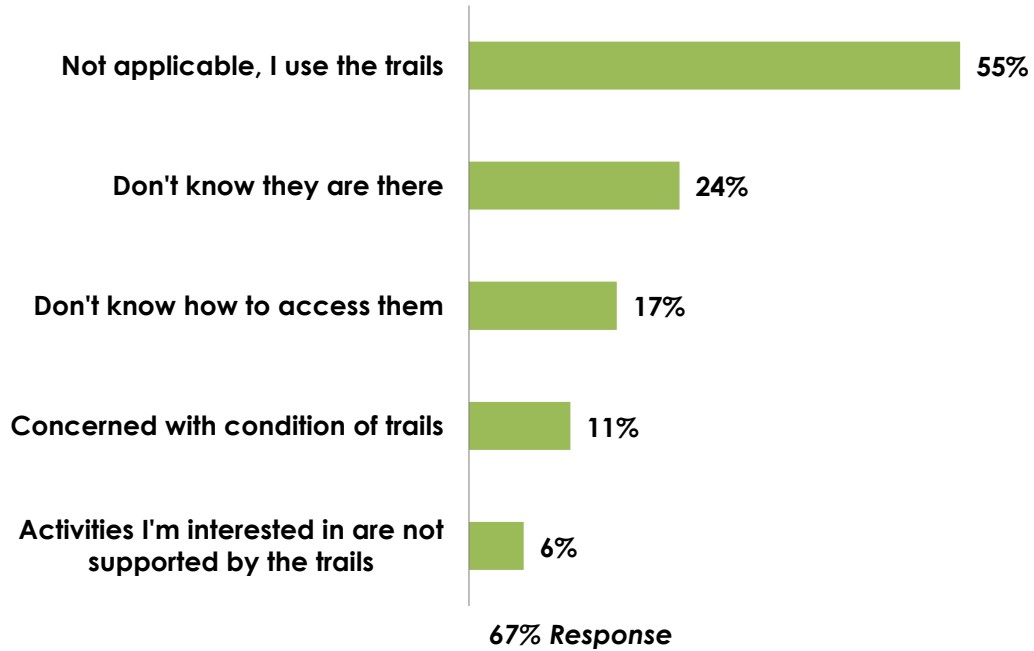
Which acitivities do you currenty participate in on trails within the City? Which would you like to do in the future?
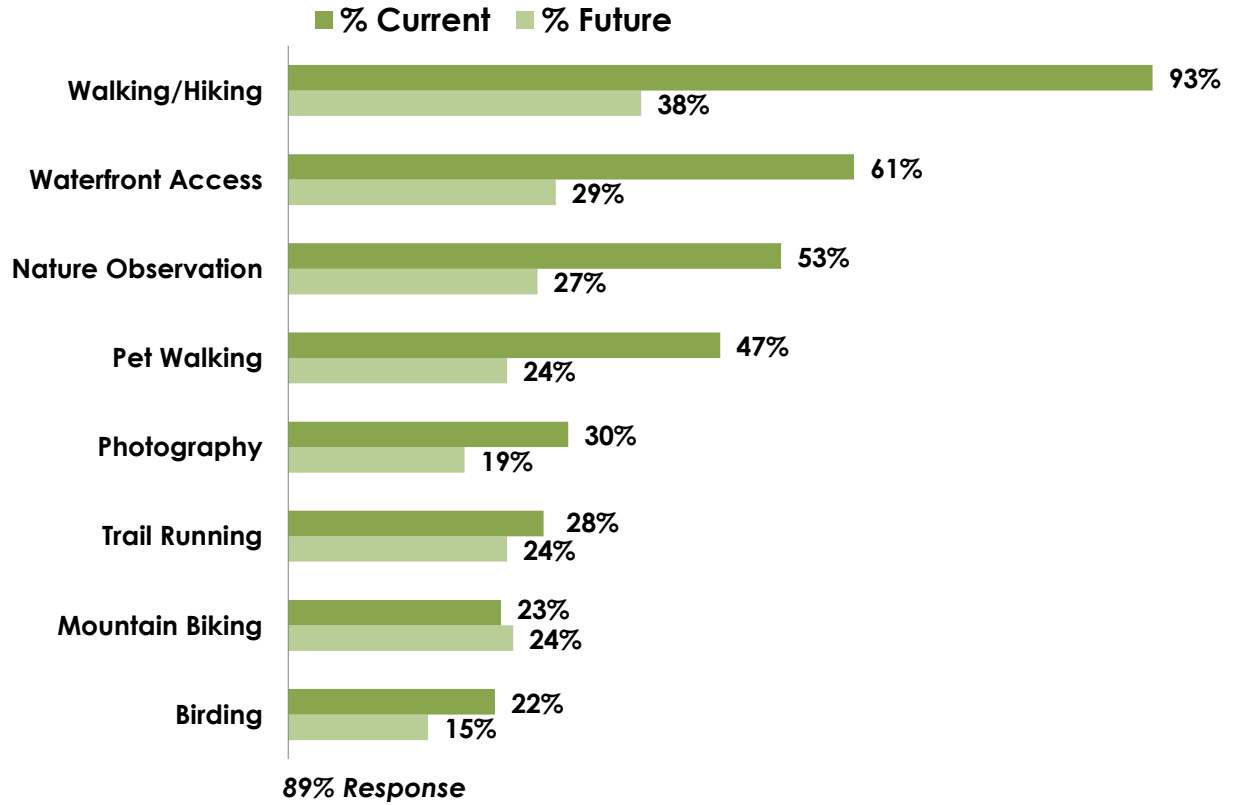
■ % Current   ■ % Future

Activity	% Current	% Future
Walking/Hiking	93%	38%
Waterfront Access	61%	29%
Nature Observation	53%	27%
Pet Walking	47%	24%
Photography	30%	19%
Trail Running	28%	24%
Mountain Biking	23%	24%
Birding	22%	15%

89% Response

Of these activities, please rank the three you prefer the most

■ weighted responses

Activity	
Walking/Hiking	
Pet Walking	
Biking	
Trail Running	
Waterfront Access	
Nature Observation	
Photography	
Foraging	
Commute to Work/School	
Birding	
Other	
Orienteering/Geocaching	
ATV	
Rollerblading/Skateboarding	
Motorcycle	
Horseback Riding	
Animal Tracking	

81% Response

Within the City of Astoria, which is your favorite existing trail to use?

55% — River Walk
23% — Cathedral Tree Trail
16% — Pipeline Road
5% — Shivley Park Trail
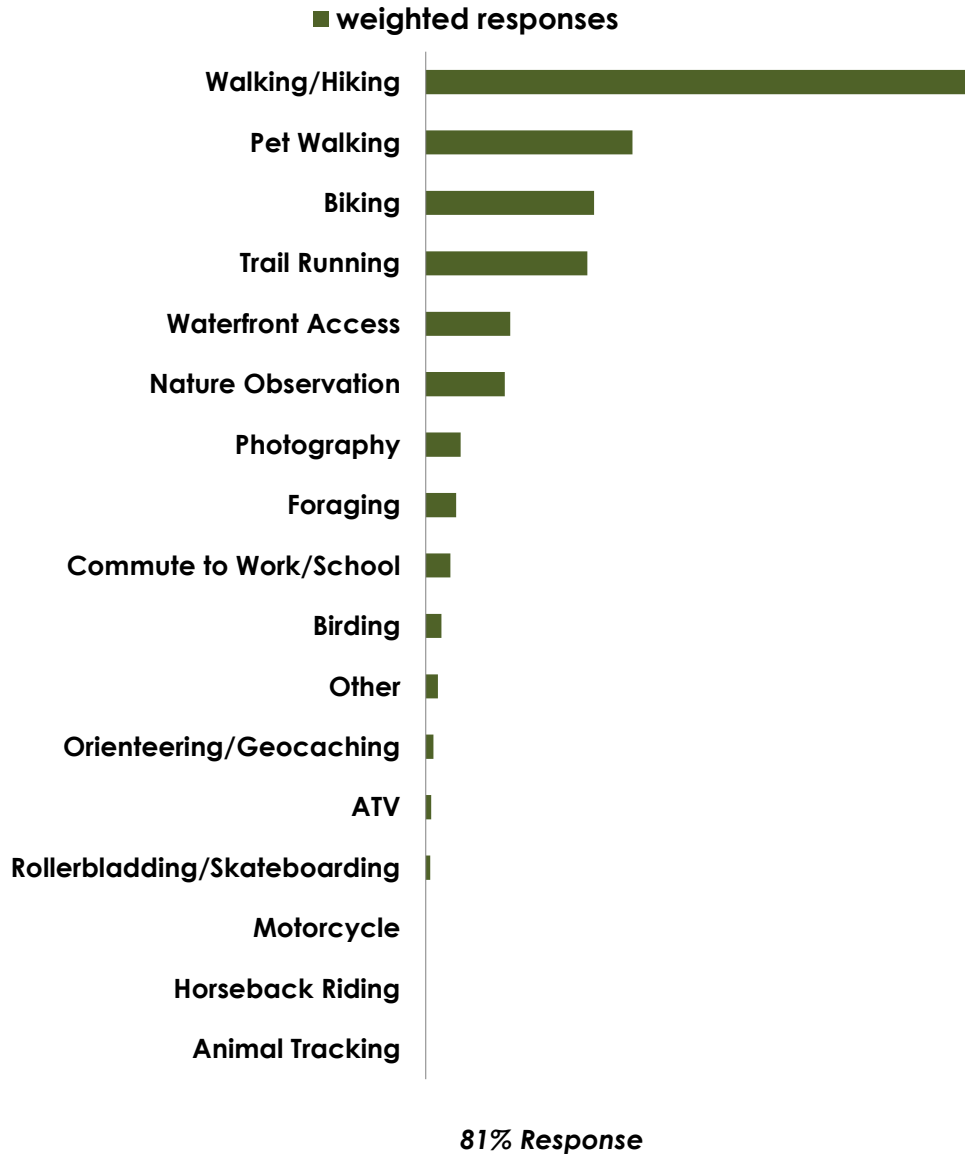
82% Response

The following Word Cloud summarizes what people like about trails in Astoria. The larger the word the more frequently it was used by respondents.

Do any of the following activities negatively impact your experience on trails? Please check any or all that apply

Activity	Percentage
ATV	72%
Motorcycle	63%
Other	15%
Horseback Riding	14%
Rollerbladding/Skateboarding	12%
Pet Walking	12%
Mountain Biking	11%
Road Biking	6%
Trail Running	3%

47% Response

Which items below are most important to you as a trail user? Check all that apply.

Item	Percentage
Properly maintained trails	64%
Bags to clean up after dogs	47%
Garbage cans	43%
Directional signage at trailhead	41%
Protection of native species	40%
Directional signage along trail	36%
Trailhead parking for vehicles	35%
Viewpoints	28%
Trail maps/guidebook	24%
Educational signs	23%
Benches along trail	22%
Posted regulations	22%
Toilets	20%
Bicycle racks	10%
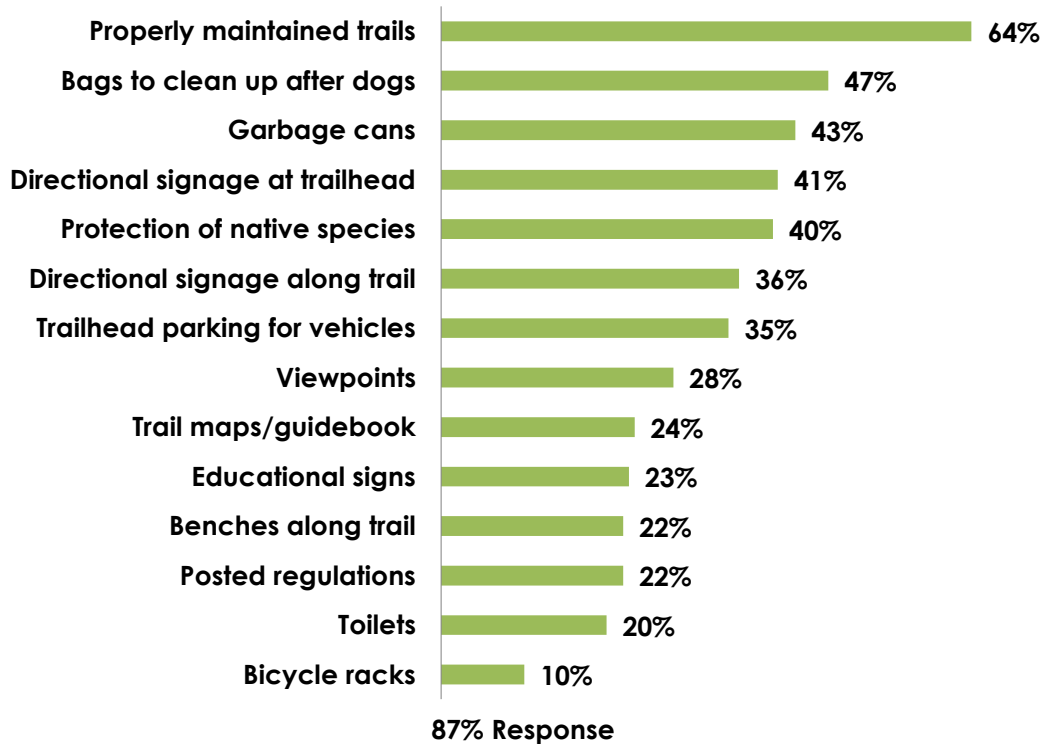
87% Response

If the City were to obtain funds specifically for trails in Astoria, how do you think that money should be allotted? Please prioritize the following list in order from most important (1) to least important (5).

The overall average response is shown for each item below. The LOWER the number the GREATER IMPORTANCE

Item	Average
New trail development	2.01
Maintenance	2.04
Addition of trail amenities (benches, signage, etc.)	2.89
Close poor/eroded trails	4.02
Increased law enforcement	4.03
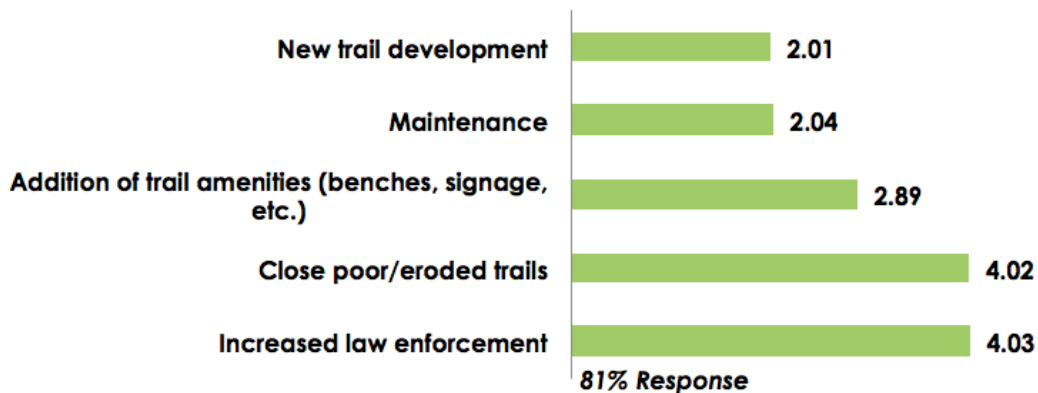
81% Response

Astoria Recreational Trail Master Plan
2013
Appendix

For new trail development, please prioritize the following list in order from most important (1) to least important (3).
The overall average response is shown for each item below. The LOWER the number the GREATER IMPORTANCE

To improve connectivity of existing trails	1.70
Where trails don't currently exist	2.09
To replace trails or segments of trail that are in poor condition	2.22
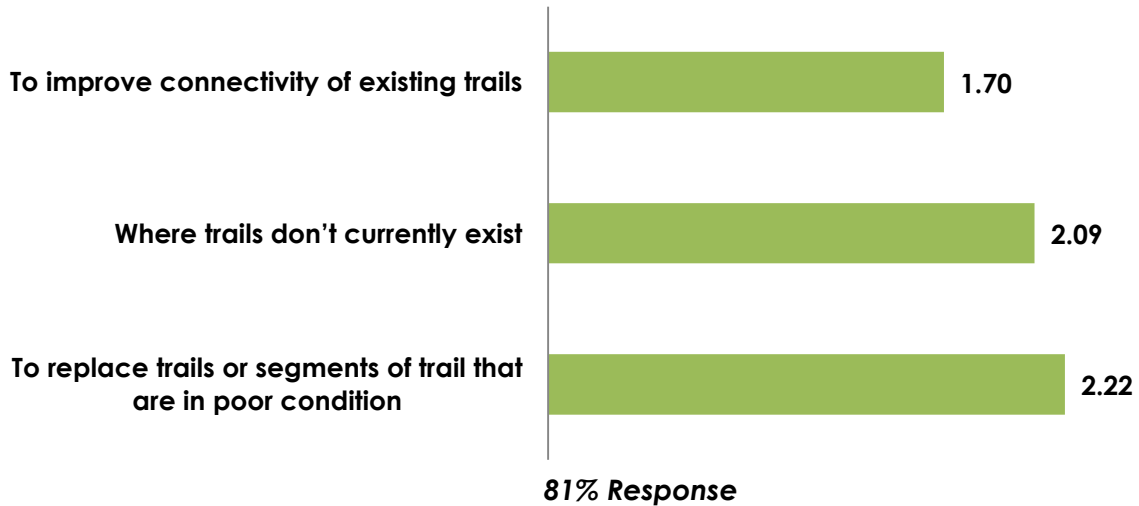
81% Response

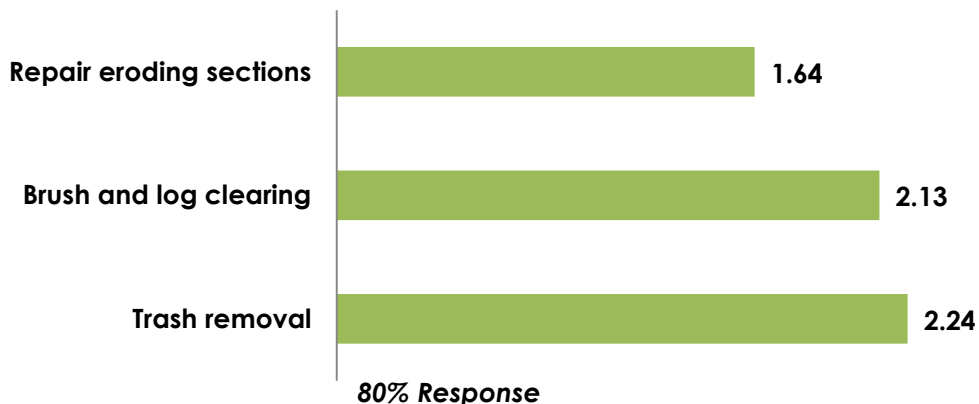## For maintenance, please prioritize the following list in order from most important (1) to least important (3).
The overall average response is shown below. The LOWER the number the GREATER IMPORTANCE the item carries.

Repair eroding sections	1.64
Brush and log clearing	2.13
Trash removal	2.24

80% Response

Please check how much a year you would be willing to donate to local trail maintenance organizations.

Amount	Percentage
$100	16%
$75	2%
$50	20%
$20	23%
$10	18%
None	20%

82% Response

Would you be willing to volunteer to maintain and/or construct trails?

- No 32%
- Yes 68%

80% Response
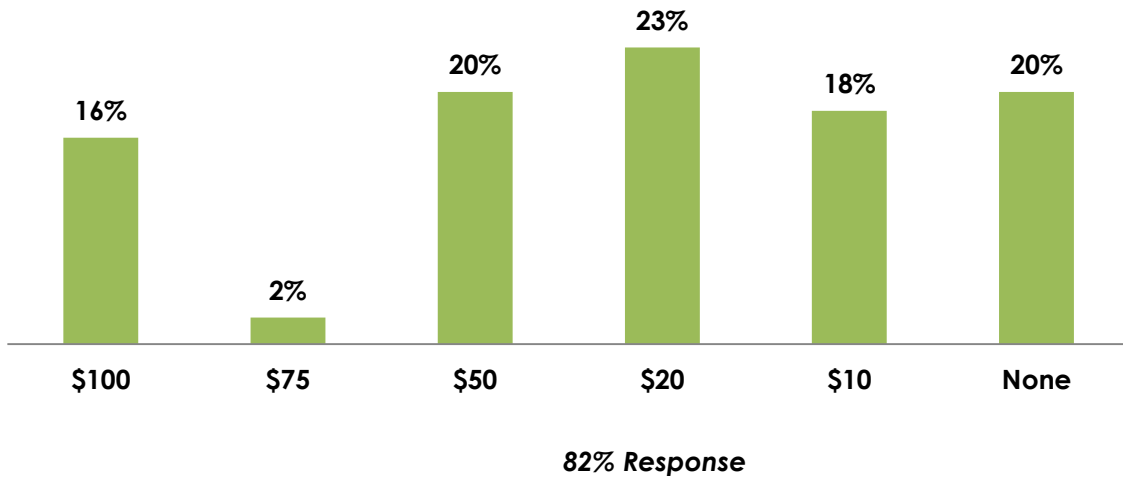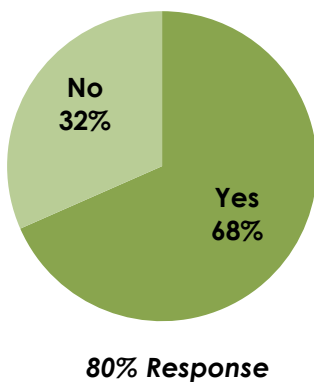
Staffing Public Events:

Feedback was solicited at two public events that were advertised via email, radio, newspaper, and flyers posted throughout the City. The first event was a booth at the August 12, 2012 Sunday Market. The booth was located along 12th Street between Duane and Commercial and was open for the entire day (10:00 am to 3:00 pm). The second event was an open house at Fort George Brewery's Lovell Room, which was held from 5:00 pm to 6:30 pm on August 16, 2012.

At both of the events the same opportunities for providing feedback were made available. A description of each of these activities and the results from each of these are summarized below. Overall, a combined estimate of 100 to 150 people participated in at least some of the activities made available at these events.

Voting for favorite activities: Participants placed a bead in each of the jars that represented the activities they like to participate in; options included hiking, road biking, dog walking, mountain biking, and skateboarding. If their preferred activity was different than those provided they were encouraged to write down additional activities on a large sheet of paper. A grand total of beads counted in each jar were as follows:

Favorite Activities

Activity	Votes
Hiking	117
Dog walking	75
Road biking	61
Mountain biking	33
Skateboarding	13
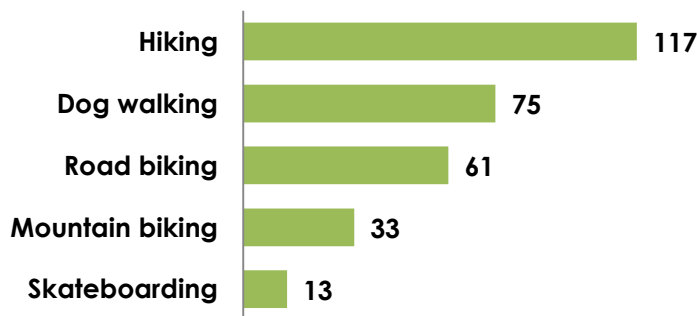
Hiking was the most popular activity with 117 votes, followed by dog walking (75 votes) and Road biking (61 votes). Mountain biking and skateboarding were less popular activities. Other activities listed included horseback riding, wheelchair access and rollerblading.

Voting on preferred trail experience: A poster with four photographs of different trail experiences was displayed and participants were asked to place a dot by the one that they liked the most. The four images were of trails located outside of Astoria that showed the following experience types: paved urban trail, paved forest trail, soft surface forest trail, and dirt path in open grass field.

Paved Urban   Paved Forest   Soft Forest   Soft Open Field

Dots were tallied as follows:

Preferred Trail Experience
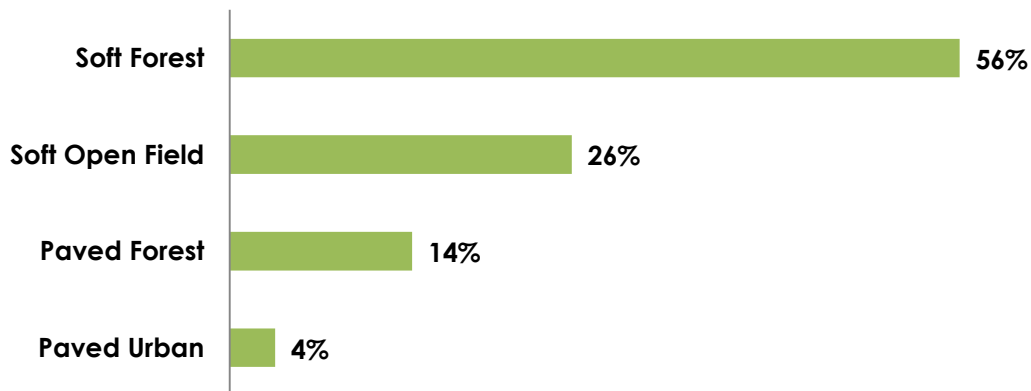
From an aesthetics and experiential perspective, it appears that most people prefer the soft surface trails to the paved, developed trails. The lesser-developed, forested trail was the overall most preferred trail type. The least preference was shown for trails in more urbanized areas. There is some room for bias in these responses based on photographic quality and content.

Comments on Existing Trails and Trail Conditions: A map with all documented official trails within the City limits was displayed. Numbered arrows were made available for participants to stick on specific trails or trail segments about which they wanted to comment. Comments were collected on small cards that were numbered to match the arrow they were associated with. The cards prompted participants for the following information: type of use, frequency of use, how trail is accessed, and any problems or comments for the trail. Not enough data was collected on frequency of use, trail access and occasionally trail use; therefore, only the most relevant and useful information is provided here. The following summary of comments will start with trail specific feedback and then move into general or regularly repeated comments/themes identified by participants.

Richard Fencsak Cathedral Tree Trail (13 comments)

- Most common use: hiking/walking
- Comments/Concerns:
    o Needs drainage improvements (5)
    o Need other trail improvements (too rough, steep, dangerous or rutted) (2)
    o Improve signage (2)
    o Better parking at Irving Avenue (1)
    o Complements: good job keeping it cleared/brushed, the Astoria Column is an asset/attraction, very beautiful, like Cathedral Tree

Clatsop Community College Connector Trail (2 comments)

- Comments:
    o Add more gravel
    o Gravel is slippery

Coast Guard Trail (1 comment)

- Comment:
    o Is not cleared/maintained

Pipeline Road (4 comments)

- Activity: hiking, walking, dog walking
- Comments:
    o Reservoir is good destination

River Walk (9 comments)

- Activity: walking (5), dog walking (2), scooter (1)
- Comments:
    o Love it, well done! (3)
    o Protect Private property on SE extension to Alderbrook (3)
    o Separate bicycle and pedestrian use of trail
    o Education of trail etiquette (e.g. for bikers to use bells and warn pedestrians)
    o Dog waste pick up needs stronger regulation

Shively Park Loop (3 comments)

- Activity: Dog walking (2)
- Comments:
    o Would be great if it could be extended

Astoria Recreational Trail Master Plan
2013
Appendix

<u>General Comments</u>

- Signage/Maps:
  - Create maps and brochures (4)
    - show distances (2)
    - Show stairways and trail networks with destinations (e.g. beer, ice cream, other urban amenities)
    - Show allowed/prohibited uses
  - Develop education/warning signage around cougar sightings and safety (esp. in Pipeline/Cathedral Tree area)
  - Wayfinding signage (2)
  - Improve signage
  - Add mile markers

- New Connections:
  - River Walk along Youngs Bay
  - Expand River Walk to Tongue Point (2)
  - Expand River Walk east to Tongue Point Job Corps
  - To Warrenton/Hammond (4)
  - To Lewis & Clark National Historical Park (Fort Clatsop)
  - To Washington
  - From Astoria Column to Maritime Museum (2)
  - From Clatsop Community College connector trail to Astoria Column
  - From High School to proposed sports complex (1800 Williamsport Road) for kids
  - Staircase between Grand and Irving Avenues
  - Parkway type trail on 5th from Clatsop County Jail up to Peter Pan Market (8th & Niagara)
  - Re-establish old trail from Irving to 33rd Street
  - Add trail near 18th and Jerome to Upward Bound Trail (CCC)
  - River Walk to Astoria Regional Airport
  - From Columbia Memorial Hospital (2111 Exchange) to Irving Avenue
  - To Youngs River Loop
  - From Youngs Bay Bridge over the hill to Clatsop County Jail
  - Lewis and Clark Area

- Improvements to Social Trails
  - Maintain access to urban forest from Franklin Avenue (East Astoria)
  - Social Trails N/S of Richard Fencsak Cathedral Tree Trail are in poor condition and need improvements
  - Social trails SW of Shively – overgrown, don't like motorcycle/ATV use (1)
    - Develop these further (1)
  - Improve trail from Shively Park to Bonneville Power Administration power line (BPA line is north of Highway 202 from about 8th Street east beyond City limits) (1)

- Trail Design/Standards
  - Longer trails (long running trails in forest) (3)
  - Prefer narrow trails (less clearing)

- Good seating areas on trails for older people
- Develop trails with good views
- Flat trails for older folks

- Regulations
    - Area/portions of trail for dogs to be off-leash
    - Prohibit ATV use (2)
    - Lock gate and sign for no ATV's at Irving Avenue (and lower Pipeline Road – James Street to Market Road in Svensen) (2)
    - Sign for no ATV use
    - Gunfire just NE of reservoir (2)
    - Williamsport Forest Road - Needs to have gate closed
    - Better response by Astoria Police Dept. when called on problems
    - Safety is a concern, increase enforcement
        - Concerned with safety along River Walk (E of Columbia River Maritime Museum and 9th to Columbia Avenue)
    - Needles, drug use is a problem (Shively Park & Pipeline Road) (3)

- Other Improvements
    - Add art/mural along 13th Street alley

- Likes
    - Doctor walks are great
    - Variety of trail types (more/less improved)

- General/Other
    - New trails!
    - Fallen leaves on trails become hazardous
    - More trails in urban forest
    - More green space in areas in West end/Niagara Avenue
    - Consider access of cruise ship tourists to trail systems
    - Establish races, possibly a marathon (2)
    - Use the right-of-way connection trails in neighborhoods
    - Need more places for dogs to run off-leash

- TSP related comments:
    - Irving Avenue - needs sidewalks from 19th Street east for getting to bottom of Richard Fencsak Cathedral Tree Trail, hard to access on road and sidewalks
    - Public Works stairs are eroding
    - Duane Street to downtown connector (steps) allow access to downtown – need maintenance they are slippery (Duane at 2nd and 3rd Streets)

Proposed Pedestrian and Bike Trails: A map showing all pedestrian accessible trails and one showing all bicycle accessible trails were displayed and participants were asked to draw in desired connections or new trails for each use. The following map, titled "Proposed Trails and Connections in Astoria," summarizes the most commonly requested new trails.

Proposed Trails and Trail Connections in Astoria

TRAILS & BOUNDARIES

—— Existing Trails
······ Proposed Trails
- - - Proposed Trail Connection
• Point of Interest
🏴 Public School
—— Astoria City Limits
🟩 City Parkland

Existing & Proposed Recreational Destinations

1 Downtown Astoria
2 Tapiola Park
3 The Column
4 New Sports Fields
5 Cathedral Tree
6 River Walk
7 Tongue Point
8 MERTS Campus

N

0   0.25   0.5   1 Miles

October 2, 2012
Map Created by Kristina Koenig
Lewis and Clark National Historical Park
NAD 1983 UTM Zone 10N
1:12,000
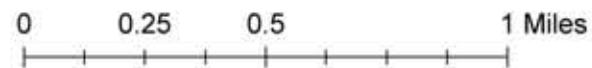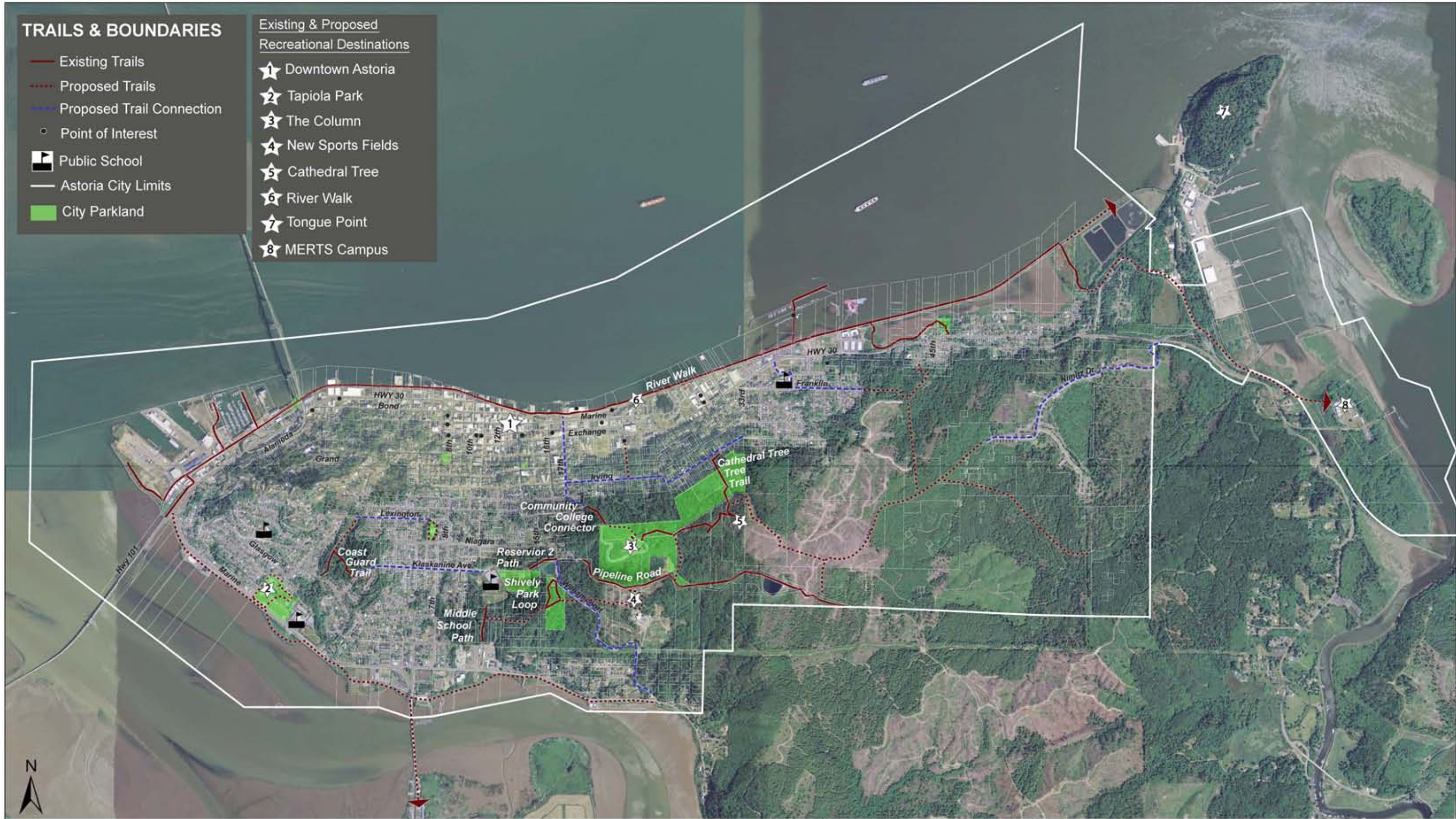
Astoria Recreational Trail Master Plan
2013
Appendix

Stakeholder Interviews

Interviews were conducted with stakeholders identified in the first Advisory Group meeting. Those interviewed included the following trail users and interest groups:

1. **Dog Walkers:** Annie Oliver & Sally Freeman

2. **Columbia River Estuary Study Taskforce (CREST): Matt** VanEss, Acting Director

3. **School District:** Craig Hoppes, District Superintendent

4. **Parks Board:** Tammy Loughran and Grace Laman

5. **Mountain Bikers:** Ed Jones, Jeff Libo, Bryan Mestrich

6. **Mom's Association:** Libby Lawrence and Grace Laman

7. **City Council:** Russ Warr

8. **Angora Club:** Bob Westerberg

9. **Clatsop Community College Hiking Club:** Laurie Choate

10. **Youth:** Mikey (age 9 - Lewis and Clark School), Madeline (age 6 – Astor Elementary), Alli (age 13 – Astoria Middle School), Matt (age 16 – Astoria High School)

Most interviews were conducted at the City Hall building and lasted about a half hour. Questions and responses from these interviews are combined and summarized in the following section. Additional comments from the TSP Stakeholder Interviews are also included at the end of this section.

1. Examples of favorite trails/trail characteristics. Numbers following the comment indicate the number of stakeholders who made the statement.
   - Flat (2)
   - Not isolated
   - Dog waste bags and bag disposal available
   - Wide (feel like actual trails…not possible deer trails, good for running with partner) (2)
   - Access to urban amenities
   - Diversity of views/experiences
   - Scenic and safe (from animals/people) (2)
   - Fort Clatsop trails are a favorite (2)

2. Which trails do you use most in Astoria and why?
   - From home to Astoria Column, Richard Fencsak Cathedral Tree Trail, along Irving Avenue to home (2)
   - Airport trail is used a lot
   - River Walk - Columbia River Maritime Museum to Pier 39
   - River Walk – easy to use, good connections, flat (5)
   - River Walk – visit with friends

Astoria Recreational Trail Master Plan
2013
Appendix

- Lewis and Clark School trails (across Young's Bay) is commonly used
- River Walk occasionally to safely get kids to museum or other destinations
- Pipeline Road and spurs from Pipeline Road (2)
- Like to bike off road
- Likes all the urban connectors (Public Works trails within rights-of-way)
- Shively Park
- Middle School to City Water Reservoir
- Richard Fencsak Cathedral Tree Trail is favorite because it is wooded – usually visit with family

Needs/Desires for Improved Access to/along trails

3. How do you feel about existing quantity and quality of the trail system in Astoria?
   - Richard Fencsak Cathedral Tree Trail is in bad condition, especially from boardwalk to Astoria Column (upper half); it is muddy and wet, leaves cover and create hazard, pretty steep (2)
   - Maintained well
   - Greater connectivity is important
   - More trails would be great
   - There are probably enough trails
   - Concerned with how additional trails would be maintained (2)
   - Cathedral Tree Trail feels safe

4. What are the current highlights?
   - The Astoria Column (2)
   - The River Walk: it is good for the "community"
   - Views
   - Scenery – this depends on weather. On a clear day trails with open clear views are great; on a foggy day, hiking in the forest is nice
   - Some topography
   - Long enough to get some exercise
   - River Walk, Shively Park, and Pipeline Road are trails that jogging strollers can go on
   - None yet

5. What improvements should be considered?
   - All Trails
     - Improve drainage
     - Control Invasive species along trails
     - Improve connectivity between existing trails
     - Good signage along trail
     - Add signage/education about cougars
   - River Walk
     - Illicit behavior along River Walk has improved with increased enforcement
     - Safety on the River Walk – more of an issue than it used to be
     - Feels unsafe along warehouses on West end
     - Needs additional patrolling (especially towards Safeway at 36th Street)

- Some bums by Columbia River Maritime Museum and other spots, but mostly feels okay because of high level of use. Might feel different for females. Don't experience use conflicts.
    - Some sections of River Walk (on East end) are getting overgrown
    - Along the River Walk the blackberries and feral cats need to be taken care of
    - High priority: complete River Walk and create "end" destination on West end and loop on East end
- Pipeline Road
    - Picnic areas at overlook area would be great
- Richard Fencsak Cathedral Tree Trail
    - Maintenance/improvement of Cathedral Tree Trail should be first priority
    - Mid Priority: Improve Cathedral Tree Trail and connectors
    - Lower portion (boardwalk to Irving Avenue) feels like a road, feel could be improved
    - Upper portion (boardwalk to Astoria Column) is steep and eroded
    - Add/keep connector from Richard Fencsak Cathedral Tree Trail to Pipeline Road
- Coast Guard Trail
    - Is a muddy mess
    - Haven't heard anything good about it
- Urban Forest
    - Make a big loop in forest if there is means to do so
    - Could use logging roads and just create signage
    - Access is a problem for ATV use – so many gates
- New Trails
    - 1st new trail should be a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail (2)
    - Connect Pipeline Road to Shively Park (3)
    - Connect Pipeline Road to destinations (e.g. Emerald Heights)
    - Add north extension of the Coast Guard Trail
    - Provide Access to Tongue Point (2)
    - Extend River Walk as much as possible (2)
    - High priority: continue River Walk along Marine Drive (South Astoria)
    - Create alternate to running on Highway 202 – enhance shoulder, provide shade
    - More trails like Richard Fencsak Cathedral Tree Trail
    - Expand trails in forested areas
    - Connect the River Walk to the Astoria Column
    - Connect River Walk to forest
    - Connect Middle School to Shively Park
- General
    - Could make off-leash dog sections of trails along East. River Walk or Shively Park
    - Off leash dog area could be connected to a walking trail to provide off-leash experience
    - Dog walkers generally don't have issues with walking their dogs on-leash (don't necessarily NEED off-leash trail)

- Road access to column needs pedestrian access or established trail with signage (2)
- Develop staging areas for bikers. Possible locations include Pipeline Road, end of Franklin Avenue, up by Emerald Heights (logging road access), and by the proposed sports complex
- Small connectors (Public Works trails) maintain/keep
- Maintaining current LOS [level of service] is first priority
- Social trails should be low priority
- Add soft surface along hard surfaced trails for runners (e.g. for River Walk/Pipeline Road)
- Enhance roads for running (Alameda and Grand - people like using Niagara Avenue because it is long and flat)
- Connect "Norm's Trail" (about 12 miles of off-road bike trails constructed by Norman Wentworth, east of Astoria on ODF land off of Claremont Road) to Pipeline Road

6. Are there specific needs/desires from this user group the City should consider when moving forward?
   - Conflicting Uses
     - Conflicts for dog walkers include:
       - Other occasional off-leash dogs
       - Bikes that don't provide enough warning and dogs might run in front of bikers
     - ATV/motorized vehicles need to be on County/State land
     - Horse use conflicts with trails
     - Separate mountain biker trails and hiking when necessary or appropriate
   - Provide Amenities/Good Trail Design
     - Dog bags and disposal are effective part of helping dog users be responsible
     - Provide some larger gathering spaces along trails near schools for educational use
     - Paved paths allow for jogging strollers
     - Create trail that is between 2 to 3 miles in length
     - A variety of surfaces are good for joggers overall
     - College students would prefer less steep trails
   - Maintenance
     - Safety of trails (hazards such as debris or fallen limbs/trees)
     - Expanding trail system creates more maintenance work
     - First priority should be to manage/maintain existing trails and then new or limited trails could be developed
     - Need to find an organization/group who will coordinate trails, maintenance needs, and organize future projects
   - Regulations
     - Allow for dog use
   - Trail Specific
     - Find ways to extend Shively Park to allow jogging strollers (add paving)

- Provide a sidewalk on East Side of 15th Street for Clatsop Community College student access to Shively Park / Pipeline Road (currently have to cross road twice for safe access)
- Improve Williamsport Road shoulder for jogging strollers
- General
  - Construct them for the long-term
  - Wider, well-signed paths with names and on maps help create a sense of security (vs. social trails...a bit scary). Make trails feel official.
  - Provide private landowners tax incentives or other incentives for allowing public access on private land when necessary
  - More trails for running with good surfaces would be great
  - More connectivity
  - Trails off of busy streets would be good
  - Schools have used the River Walk or the historic house tour routes for field trips
  - Peter Pan Park, Tapiola Park, Skate Park & Playground and downtown are popular spots for youth...create links/paths between them

7. Groups for potential partnerships
   - Volunteer Groups:
     - Boy Scouts, Cub Scouts, Girl Scouts
     - School District (cross-country team)
     - Angora Club or other walking/hiking groups (Turnaroundtrekkers.org)
     - Volunteers through the Parks Department
     - Tongue Point Job Corps weekend workdays
     - Mom's Association does volunteer days
     - Clatsop Community College Hiking Club could volunteer
   - Skilled or Supervised Labor Resources:
     - Upward Bound: high school kids with mentors at Clatsop Community College. Objective is to get them job skills.
     - Senior Projects – require 20-30 hours of community service. They need a mentor and then they write a paper on what they did. We could help process by identifying a mentor for these types of projects (ask liaison for more info on how to make this more possible/desirable for students)
     - Tongue Point Job Corps Projects
     - Mountain bike groups (IMBA); http://www.imba.com/teaming/northwest-trail-alliance-nwta)
     - Possibly Correctional Facility Work for maintenance/construction
     - Get AmeriCorps to help with coordination, project management (RARE)
   - Funding Resources
     - 4H – does some fundraising for local groups and might have interest in sponsoring some dog related amenity or project.
     - Clatsop Animal Assistance – provided dog bags along the River Walk
     - Ford Family Foundation (leadership development classes pick projects to work on; also other funding opportunities)
     - Michelle Obama's "Let's Move"

8. Any other issues with regard to trails within the City of Astoria that you would like to discuss??
   - McClure Avenue to Coast Guard Housing (Klaskanine) is uncomfortable and you feel like you're trespassing. Signage would help.
   - We need a trails map with distances from one location to another
   - Tapiola Park is the most heavily used park destination
   - Shively Park has had some improvements recently to increase safety
   - Train tracks are an opportunity to connect East
   - Scandinavian Cannery Road is commonly used for access to the Urban Forest area
   - Need to consider the long term maintenance of these trails
   - Maintenance in Urban Forest needs to be planned for
   - There are lots of ATV or horse trails off of Pipeline Road
   - Motorized use and mountain bike use on the same trail is okay as long as it is regulated
   - Can design trails to keep the motorbikes off of them (tight turns that they can't make, etc.)
   - Tapiola Park is being developed as a skills park
   - For mountain bikers it would be ideal to have trails easily accessible from house
   - Worry about hunting
   - Connect trails to Warrenton
   - Connect to Fort to Sea trail
   - Connect to Astoria Regional airport from Highway 101 bridge
     - Will cost $16 million to add pedestrian access to Highway 101 bridge
     - Old Highway 101 Astoria Bridge and Lewis & Clark bridges will be updated within the next couple years…this could provide potential to connect people to Fort to Sea Trail and Warrenton (via a trail along the dikes from River to ocean
   - Trail from Middle School to Williamsport Road needs repair
   - Where can people park to access trails?...create good starting/staging areas
   - No restrooms near/along trails, need more opportunities along River Walk
   - Extend Astoria Regional Airport trail along dike to Old Youngs Bay Bridge

9. Other:
   - The Animal Shelter will have information re: regulations for dog walkers in the area (are there off-leash areas?)
   - Could consider Historic Neighborhood Route as a trail or destination at least
   - Bikes and Beyond [retail bike shop] should know about this
   - County staff is gathering information on County trails
   - County Commissioner has trail inventory

B2. Findings from Public Engagement Activities, Round 2

Public Engagement #2

The purpose of the second round of public engagement was to ask for feedback on draft recommendations that were created from the first round of public engagement. Participants were asked to help with prioritization of recommendations and were provided the opportunity to add additional recommendations that may have been missed in Round 1. Public engagement included two public events and posting draft recommendations and maps on the City's website for review and comment.

Public Events

Two public events were held for the second stage of public engagement. The first event was October 6, 2012 from 10:00 am to 1:00 pm at Coffee Girl at Pier 39. The second event was October 7, 2012 at the Sunday Market from 10:00 am to 3:00 pm. Two main strategies were used to collect feedback at the events. First, the draft set of recommendations was printed on 4 large boards. Participants were asked to place green dots next to the recommendations they felt were most important and red dots on recommendations they disagreed with. They were limited to placing 2 green or 2 red dots per board.

The second activity looked at the top 6 most requested new trails within Astoria. Participants looked at a map showing the 6 trails, selected 1 new trail segment they wanted to see developed the most, and then placed a penny in a jar that corresponded to the trail they selected.

An estimated 153 people participated in the two events. Their comments and priorities are summarized in the following paragraphs.

Key Findings:

- The most popular new trail projects include extending the River Walk and developing an official trail through the urban forest.
- Recommendations that could be considered highest overall priority (based on receiving 10+ votes of support):

  1.2   Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail **(11)**
  1.3   Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. **(18)**

1.3.1   Repairing poorly drained and deeply rutted sections of the Richard Fencsak Cathedral Tree Trail **(10)**

1.3.5   Work with Police Department to increase patrolling of the River Walk **(10)**

2.1   Expansion of the River Walk eastwards towards Tongue Point **(15)**

2.2   Expansion of the River Walk along Young's Bay (along Hwy 202) to Williamsport Road **(15)**

2.3   Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus **(21)**

2.11   Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood **(11)**

3.3.5   Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations **(30)**

4.1   Prohibited activities include: firearms, target practice, equestrian, and motorized bikes or vehicles **(16)**

5.2   Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area **(11)**

5.3   Work with partners to develop a plan for invasive species control **(11)**

- Recommendations that received the most opposition and were reviewed by City staff (note: staff comments after review are noted after each recommendation):

  1.3.3   Re-route sections that are highly impacted and therefore not easily maintained or repaired **(4 in favor/3 opposed)**
    o   Not enough opposition to remove at this point

  1.3.5   Develop a plan to control invasive species and feral cats **(2 in favor/3 opposed)**
    o   Remove 'feral cats' from 1.3.5 as it is a City-wide item for discussion not a trail issue

  2.13   Develop a trail around Tapiola Park **(2 in favor/2 opposed)**
    o   Parks Board decided to keep the potential trail to allow for greater flexibility in trail planning for the future

  2.15   Develop a trail around Peter Pan Park **(1 in favor/2 opposed)**
    o   Parks Board decided to keep the potential trail to allow for greater flexibility in trail planning for the future

  3.2.2   Make official trails of substantial enough width to allow for side by side walking, running, jogging strollers (on paved routes) or multiple uses. Wider trails will also help differentiate official from unofficial trails **(1 in favor/ 6 opposed)**
    o   Omit based on opposition

  3.3.4   Create and post signage for cougar and bear safety along forested trails **(1 in favor/3 opposed)**
    o   Reword to: "Provide educational opportunities regarding cougar and bear safety along forested trails "

4.2 Work with public safety officials to develop a response plan for illicit behavior at trailheads or along trails **(4 in favor/ 3 opposed)**
- o Reword to: "Coordinate with public safety agencies to develop a plan to address illicit behavior throughout the trail system."

4.3 Define access points and routes for Astoria Police Department vehicles **(3 in favor/3 opposed)**
- o Omit

Top New Trails Prioritized:

#1: Extend the River Walk along the south side of Astoria (R2.3). **58 votes**
#2: Extend the River Walk eastwards towards MERTS campus (R2.2). **41 votes**
#3: Develop an official trail through the Urban Forest (R2.11). **38 votes**
#4: Develop trail from the Clatsop Community College Connector to the Astoria Column (R2.6). **7 votes**
#5: Develop a trail from Shively Park to proposed sports complex (R2.7). **6 votes**
#6: Develop a trail from Columbia Memorial Hospital (2111 Exchange Street) to Irving Avenue (R2.10). **3 votes**

Priorities

1. Trail Maintenance & Improvements		Votes	
	Recommendations	**For**	**Against**
1.1	Designate 1 to 2 staging areas for mountain bike users. Staging areas act as trailheads with a slightly higher level of development, including areas for parking, waste disposal, signage and wayfinding, and possibly potable water and restroom facilities. Possible locations for these include the proposed sports complex (1800 Williamsport Road), Emerald Heights, Mill Creek Road, or Pipeline Road	5	0
1.2	Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail	11	1
1.3	Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. A Maintenance/Improvement Plan should address the following trail specific considerations and desires collected through this planning process:	18	0
1.3.1	Prioritize the following trail improvements on Richard Fencsak Cathedral Tree Trail:		
	• Repair poorly drained and deeply rutted sections of trail,	10	2
	• Re-route sections that are highly impacted and therefore not easily maintained or repaired, and	4	3
	• Either re-route or add steps in areas of significant grade.	3	0
1.3.2	Prioritize the following trail improvements on the Clatsop Community College Connector:		

		For	Against
	• Make grade more accessible with use of steps or switchbacks.	4	0
1.3.3	Prioritize the following trail improvements on the Coast Guard Trail:		
	• Work with Coast Guard to determine future plans for trail, and	1	0
	• Provide assistance with trail signage and amenities.	0	0
1.3.4	Prioritize the following improvements to Pipeline Road:		
	• Provide dog bags and garbage cans,	4	0
	• Improve wayfinding and regulation signage, and	1	0
	• Provide benches along road (especially at overlooks.)	0	0
1.3.5	Prioritize the following trail improvements to the River Walk:		
	• Work with Police Department to increase patrolling of trail,	10	
	• Increase signage to encourage good trail etiquette, and	2	1
	• Develop a plan to control invasive species.	2	3
1.3.6	Work with School District to improve the Middle School Trail:		
	• Mark trailheads, and	4	1
	• Provide large gather spaces along trail for educational purposes.	5	0

2. New Trail Development		Votes	
The following are a list of new trails to be constructed in Astoria. There was strong approval for new trails that increased connectivity between existing trails and some preference for new trails that would create "new experiences" such as developing longer routes for runners and bikers to enjoy.			
	Recommendations for New Trail Segments	**For**	**Against**
2.1	Expansion of the River Walk eastwards towards Tongue Point	15	0
2.2	Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus	15	1
2.3	Expansion of the River Walk along Young's Bay (along Highway 202) to Williamsport Road	21	0
2.4	Provide clear connections from the River Walk to the Astoria Column	2	1
2.5	Create trail connections from the eastern River Walk extensions to the urban forest trails	7	0
2.6	Establish/improve a trail from Clatsop Community College Connector up to the Astoria Column	6	0
2.7	Develop a trail that extends from Shively Park, crosses Williamsport Road, connects to the proposed sports complex	2	0
2.8	Develop a connector from the proposed sports complex to Pipeline Road	2	0
2.9	Develop a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail that is on public property	4	0

2.10	Develop a connector from Irving Road to the River Walk at Columbia Memorial Hospital (2111 Exchange Street)	5	0
2.11	Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood	11	0
2.12	Plan for future connections to this trail (2.11) from the east (Scandinavian Cannery Road), north (44th & Franklin), south (Pipeline Road), and west (Richard Fencsak Cathedral Tree Trail)	5	0
2.13	Develop a trail around Tapiola Park	2	2
2.14	Work with the Coast Guard to expand the Coast Guard Trail northward	0	0
2.15	Develop a trail around Peter Pan Park (6th and Niagara Avenue)	1	2
2.16	Work with the School District to develop a trail from the Middle School to Shively Park	3	0

3. Trail Design Standards & Amenities		Votes	
3.1	**Recommendations for Trailheads**	**For**	**Against**
3.1.1	Include dog bags for pet waste at each trailhead	8	0
3.1.2	Provide garbage cans at each trailhead	8	0
3.1.3	Provide trail name, wayfinding, and regulation signing at each trailhead (see signage section)	2	0
3.2	**Recommendations for Trails**	**For**	**Against**
3.2.1	Provide connectivity by creating loops whenever possible	7	1
3.2.2	Make official trails of substantial enough width to allow for side by side walking, running, jogging strollers (on paved routes) or multiple uses. Wider trails will also help differentiate official from unofficial trails	1	6
3.2.3	Route trails to take advantage of scenery and viewpoints	8	0
3.2.4	Provide seating opportunities occasionally along trails	6	0
3.2.5	Provide soft surface path for runners along paved trails when possible	1	0
3.3	**Recommendations for Signage**	**For**	**Against**
3.3.1	Develop official names for each trail in Astoria so that it can be signed and clearly defined for public use	2	0
3.3.2	Add signage with trail name, map of its location, and restricted uses at each trailhead	8	0
3.3.3	Add mile markers along trail routes	9	0
3.3.4	Create and post signage for cougar and bear safety along forested trails	1	2

3.3.5	Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain. bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations.	30	0

4. Trail Regulations and Safety		Votes	
	Recommendations	For	Against
4.1	Prohibited activities include: firearms, target practice, equestrian, and motorized bikes or vehicles	16	3
4.2	Work with public safety officials to develop a response plan for illicit behavior at trailheads or along trails	4	3
4.3	Define access points and routes for Astoria Police Department vehicles	3	3
5. Trail Management & Funding		Votes	
	Recommendations	For	Against
5.1	Trail funds should be prioritized for maintenance first and then for new trail development	9	2
5.2	Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area	11	0
5.3	Work with partners to develop a plan for invasive species control	11	0
5.4	Designate a Trail Coordinator within the Parks Department to track progress, coordinate trail projects, and proactively engage volunteers to accomplish trail goals	7	0
5.5	Develop a Parks/City internship or AmeriCorps position to assist the Trails Coordinator	4	0
5.6	Work with partners to establish walk/run/bike events along trails to raise money and awareness about trails. Utilize these events as opportunities to recruit volunteers, host work days for trail improvements, advertise donors/partners, and provide information about proper trail etiquette.	9	0

B3. Public Survey Sample

City of Astoria Trail Use Questionnaire

1) Do you currently use the trails within the City of Astoria?
   - ☐ Yes
   - ☐ No
   - ☐ Unsure

2) How often do you use the trails within the City of Astoria?
   - ☐ Daily
   - ☐ Once a week
   - ☐ Once a month
   - ☐ Once a year
   - ☐ Never

3) If you rarely use the trails, why not? Please check all that apply.
   - ☐ Don't know they are there
   - ☐ Don't know how to access them
   - ☐ Activities I'm interested in are not supported by the current trails
   - ☐ Concerned with condition of trails
   - ☐ Not applicable, I use the trails
   - ☐ Other:_____

4) Which activities do you currently participate in on trails within the City? Which activities would you like to do in the future?

	Current Use	Future Use		Current Use	Future Use
Walking/Hiking			Birding		
Pet Walking			Nature Observation		
Trail Running			Photography		
Mountain Biking			Orienteering/Geocaching		
Road Biking			Animal Tracking		
Rollerblading/Skateboarding			Foraging		
Horseback Riding			Commute to Work/School		
Motorcycle			Waterfront Access		
ATV			Other:_____		

5) Of these activities, please rank the three you prefer the most.

    1:_____

    2:_____

    3:_____

6) Within the City of Astoria, which is your favorite existing trail to use?
   - ☐ River Walk
   - ☐ Shivley Park Trail
   - ☐ Cathedral Tree Trail
   - ☐ Pipeline Road
   - ☐ Other: _____

7) Why is this your favorite trail?

8) Do any of the following activities negatively impact your experience on trails? Please check any or all that apply.

Walking/Hiking		Birding	
Pet Walking		Nature Observation	
Trail Running		Photography	
Mountain Biking		Orienteering/Geocaching	
Road Biking		Animal Tracking	
Rollerblading/Skateboarding		Foraging	
Horseback Riding		Commute to Work/School	
Motorcycle		Waterfront Access	
ATV		Other:_____	

9) Which items below are most important to you as a trail user? Check all that apply.

Trailhead parking for vehicles		Educational signs	
Trailhead parking for trailers		Bicycle racks	
Directional signage at trailhead		Trail maps/guidebook	
Directional signage along trail		Properly maintained trails	
Posted regulations		Potable water	
Toilets		Bags to clean up after dogs	
Garbage cans		Viewpoints	
Picnic tables		Benches along trail	
Protection of native species		Other: _____	

10) If the City were to obtain funds specifically for trails in Astoria, how do you think that money should be allotted? Please prioritize the following list in order from most important (1) to least important (5).

_____ New trail development
_____ Addition of trail amenities (benches, signage, etc.)
_____ Maintenance
_____ Close poor/eroded trails
_____ Increased Law Enforcement
Other: _____

11) For **new trail development**, please prioritize the following list in order from most important

(1) to least important (3).
_____ Where trails don't currently exist
_____ To improve connectivity of existing trails
_____ To replace trails or segments of trail that are in poor condition

12) For **maintenance**, please prioritize the following list in order from most important (1) to least important (3).

_____ Repair eroding sections
_____ Brush and log clearing
_____ Trash removal

13) Please check how much a year you would be willing to donate to local trail maintenance organizations.
☐ $100
☐ $75
☐ $50
☐ $20
☐ $10
☐ None

14) Would you be willing to volunteer to maintain and/or construct trails?
☐ Yes
☐ No

15) Please contribute any additional comments or suggestions regarding Astoria's Recreational Trails.

16) Do you live within Astoria's City Limits?
☐ Yes
☐ No
If no, where do you live? _____

17) If so, in which neighborhood do you live?
   ☐ Alderbrook/Tongue Point
   ☐ Uppertown
   ☐ Downtown
   ☐ Uniontown
   ☐ Smith Point
   ☐ South Slope/ Williamsport
   ☐ Hilltop/ Peter Pan
   ☐ Unsure
   ☐ None of the above

18) Which category below includes your age?
   ☐ 14 or under
   ☐ 15-19
   ☐ 20-29
   ☐ 30-39
   ☐ 40-49
   ☐ 50-59
   ☐ 60 or older

19) If you would like to be placed on a mailing list for trail info and volunteer opportunities please provide the following information. (Your information will be used only to contact you for future public involvement or volunteer opportunities related to the Astoria Recreational Trails Project. Survey answers will remain anonymous.)

Name:
Address:
Phone:
E-mail:

When completed please drop off or mail to: Community Development Department
Astoria City Hall
1095 Duane Street
Astoria OR 97013

Appendix C: Funding Resources

Common methods for funding trail projects include the following:

- Taxes: including sales, tourism, and excise[1] taxes

- Bonds

- Government programs

- Foundation donations

- Grants

There are many other alternatives available. The following ideas for fundraising and grant opportunities have been collected from a variety of sources. They are arranged in the following categories: Grants & Creative Funding Strategies. Additional funding opportunities are listed in the Oregon Non-Motorized Trail Plan (2005-2014).

Grants

American Hiking Society: provides the National Trails fund to non-profits who wish to build or maintain trails. You must become a member to apply and applications are due in December. For more Info: www.americanhiking.org/NTF

Bike's Belong Coalition Grants Program: provides grants nationally for both facility and advocacy related bike projects. Projects can be related to mountain biking, paved road bike routes, or even other bike related improvements. Local municipalities are encouraged to partner with a local "advocacy" group when applying for these grants. For more information: http://bikesbelong.org/site/page.cfm?PageID=21

Meyer Memorial Trust: has multiple grants for non-profits. For more information: http://www.mmt.org/grants

National Park Service Rivers & Trails Program: will provide technical assistance with trail projects. Assistance includes planning, community collaboration and outreach, funding research and training on construction techniques. For more information: http://www.nps.gov/ncrc/programs/rtca/index.htm

The following grant sources indirectly fund trail projects (eg. Restoration near/along trails or improved neighborhood/pedestrian access):

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[1] *According to the American Trails Association's website Colorado Springs implemented a $4 excise tax on all new bicycles sold in the region and raised over $60,000/year*

State of Oregon Community Development Block Grant: Grants for non-metropolitan Cities for persons of low to moderate income, focusing on expanding income opportunities and providing housing and suitable living environments. Source: http://www.orinfrastructure.org/Learn-About-Infrastructure-Programs/Interested-in-a-Community-Development-Project/Community-Development-Block-Grant/

River Network Community-based Marine and Anadromous Sportfish Habitat Restoration Projects: For projects that emphasize stewardship and yield ecological and socioeconomic benefits. Encourages community participation. Source: http://www.rivernetwork.org/resource-library/funding-opportunity-community-based-marine-and-anadromous-sportfish-habitat-restora

Creative Funding Strategies

Membership Campaigns: get individuals and / or organizations to sponsor a trail and make annual contribution towards its' improvements and maintenance.

Buy-a-Foot-of-Trail Campaign: public campaign that would be most helpful for River Walk expansions.

Merchandise Sales: get local artist to design fun logo on water bottles, umbrellas, or sun caps that can be sold to residents and tourists.

Events: have local event geared towards raising money for trails. Could be as simple as a guided hike several times per year to a walk-a-thon or hike-a-thon.

"Change for the Better" Program: local merchant donates 25 cents into a jar for each sale and asks customers to match it. Would be a good fit for an outdoor store or bike store in town.

Appendix D: Recommended Code Amendments

The following are a list of potential code amendments based on recommendations in the Astoria Recreational Trail Master Plan. Changes, additions, and justifications for each amendment are provided in the following paragraphs.

Amendments to Existing Comprehensive Plan

Additions noted in *underlined italics*; deletions noted with ~~strikeout~~.

CP.260. Background Summary (Paragraph 4, line 2)

A Trails Master Plan was adopted in April 2006 *and later updated in 2012. The Plan* ~~which~~ included mapping ~~and an inventory~~ of existing ~~trails~~ and potential new trails requested by the public. The Plan made recommendations on *trail maintenance and improvements, new trail development, trail design standards and amenities, trail regulations and safety, and trail management and funding.* ~~multiple uses of the trail system and made suggestions for future studies concerning mapping and location of trail connections for the City's trails~~

Justification: General update

CP.265.10. Conclusions and Problems

~~Mixed u~~*U*se of the trail system by ~~pedestrians,~~ motorized ~~and non-motorized~~ vehicles creates ~~potential~~ conflicts and problems that ~~may be able to~~ can be addressed by ~~restriction of~~ *restricting* vehicular uses on ~~certain~~ trails within *the City limits.*

Justification: Recommendation 4.1 in the Trail Master Plan lists "motorized bikes and vehicles" as prohibited uses of trails.

CP.275.8. Policies

The Parks and Community Services Department, in cooperation with the City's Engineering Department and other agencies, should recommend, and periodically update, a long range park *& trail* maintenance and improvement program.

Justification: Trail Master Plan recommendation 1.3 states, "Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements."

CP.275.9. Policies

Ways should be explored for the development of hiking and bike trails along appropriate City streets, railway rights-of-way, utility corridors, and park access routes *as per recommendations in the Transportation System Plan and the Recreational Trail Master Plan.* To the extent possible, such trails will utilize existing City maintained trails and provide linkages to major park lands and other public facilities. Planning for trails must consider such limitations as topography, climate, maintenance and development costs, adjacent landowner concerns, legal access to the trails, and should emphasize intensive use areas.

Justification: This inclusion is intended to provide more specific guidance on already proposed bike & pedestrian routes in the City be referring directly to the documents where these recommendations are listed.

CP.275.19. Policies

The Astoria Column Park should be used as the main trail head for the City trail system. However, additional designated parking areas considered should be located near the Cathedral Tree on Irving Avenue, at the ends of James Street, Franklin Avenue, ~~and~~ Spruance Avenue, *at the Clatsop Community College, the west end of the River Walk at Smith Point/Port area, and at the proposed sports complex located at the former Transfer Station (1800 Williamsport Road).*

Justification: The Clatsop Community College Connector provides access to the proposed urban forest trail system and is currently being used by some residents as a point of access. The west end of the River Walk has an established parking lot owned by the Port for trail access. The proposed sports complex has been proposed as a mountain bike staging area (recommendation 1.1 in the Trail Master Plan) and new trails are proposed that would link the complex to both Shively Park (R2.7) and Pipeline Road (R2.8).

CP.275.20. Policies

The City trail system use should be limited as follows:

A.   Pedestrian Trails: Pedestrian trails in the City permit foot traffic only. Pedestrian trails include the Clatsop Community College Connector, Richard Fencsak *Cathedral Tree Trail, City Water Reservoir Path, Middle School Path, and Coast Guard Trail.* ~~T~~*he* Astoria Urban Forest Trail

~~System should be limited to non-motorized use to accommodate pedestrian use and mountain bike use. The Cathedral Tree Trail should remain a hiking trail for foot traffic only. Pipeline Road and a route from Emerald Heights to Pipeline Road should not be limited to only pedestrian and non-motorized use to allow a connection to other potential trail systems.~~

B.   *Multiple-Use Trails:*

1.   *Soft Surface Trails: Bike and pedestrian use are the only allowed uses on soft-surface trails designated as multiple-use. Multiple-Use Soft Surface Trails include new trails that are developed within the Urban Forest.*

2.   *Hard Surface Trails: Multiple-use trails with hardened surfaces, such as the River Walk, also allow other non-motorized activities such as skateboarding and rollerblading. Multiple-Use Hard Surface Trails include the River Walk, Shively Park, Pipeline Road, and any new hard surfaced trails that are developed within the Urban Forest.*

C.   *Trail use classifications shall not exclude use by "wheelchairs" as defined in the American With Disabilities Act.*

Justification: The Trail Master Plan (recommendation 4.1) prohibits motorized use on trails. The re-wording of this policy is intended to reflect this change as well as to clearly define allowed uses on each of the proposed trail types: multiple-use soft surface trails, multiple-use hard surface trails, and pedestrian trails. It also provides guidance on how each existing trail is classified within these categories.

CP.275.21.   Policies

~~The City should study and evaluate the east area of the urban forest identified as the "Multiple Use Study Area" in the Trails Master Plan before it is developed.~~

Trail improvement projects and new trail development should follow recommendations 3.1 through 3.3 under Trail Design Standards & Amenities within the Astoria Recreational Trail Master Plan.

Justification: The "multiple use study area" no longer exists on the Master Plan. To assure consistency of trail quality and amenities throughout the trail system.

CP.275.24. Policies

Add a new policy.

Prohibited uses include the use of firearms, target practice, equestrian, and motorized bikes or vehicles.

Justification: To be consistent with recommendation 4.1.

Appendix E. Trail Design Resources

Trail Plan References

The following bibliography includes good resources for trail design and management.

References

National Park Service, Denver Service Center. (2007). Guide to Sustainable Mountain Trails - Trail Assessment, Planning & Design Sketchbook. Denver.

North Cascades National Park, Skagit District. (n.d.). Trails Handbook.

Portland Parks and Recreation. (2009). Design Guidelines for Portland's Park System. Portland.

U.S. Forest Service. (2011). Trail Fundamentals and Trail Management Objectives.

U.S. Forest Service. (n.d.). Payette National Forest - Adopt-A-Trail Standard. McCall, ID.