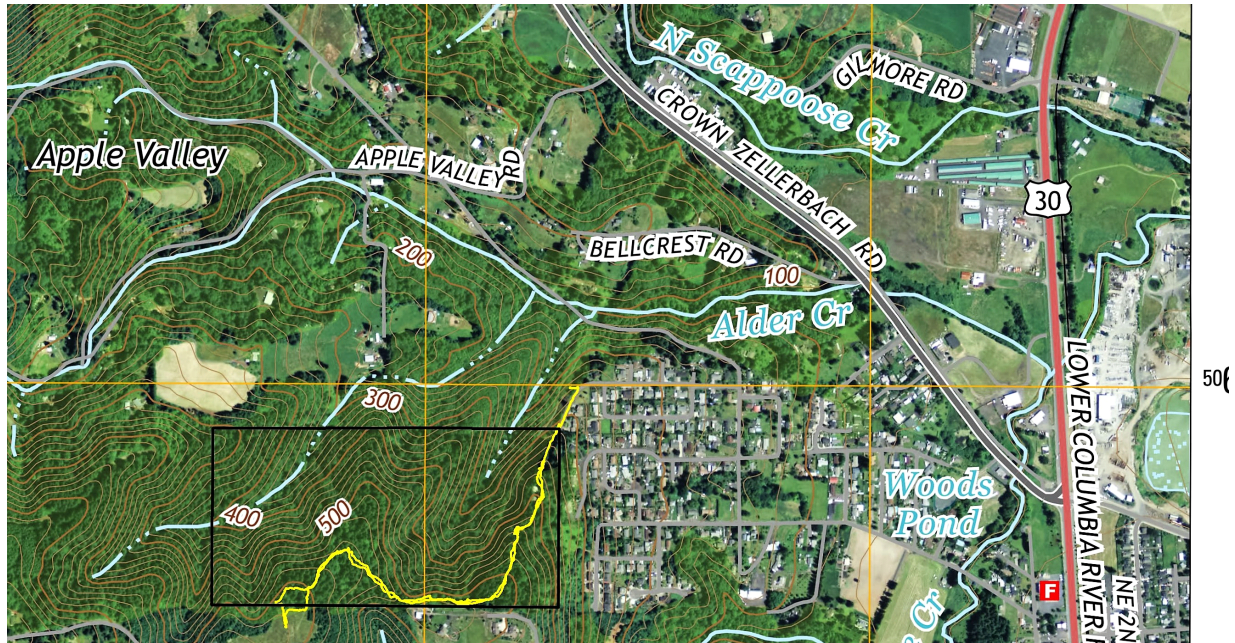


The Vista Park Trail System 2016-2017



Prepared For: City of Scappoose

In Cooperation With: Northwest Trail Alliance

Prepared By: Bryan Hammond

The Vista Park trail system project includes trail development plans inside the city limits. When completed it will include hiking and also beginner to intermediate off road biking opportunities. This proposal is designed to complement any agreement and focuses on early implementation.

Goal

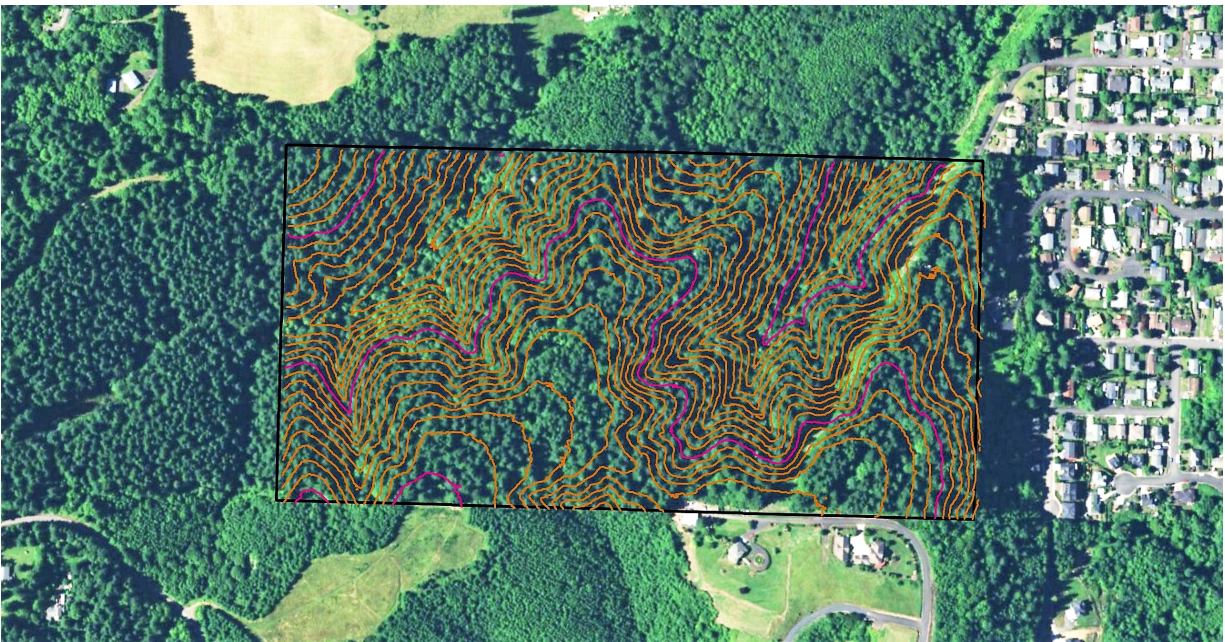
In partnership with Northwest Trail Alliance, to provide a family friendly, soft surface, non-motorized, multi-use trail system for the community and visitors to Scappoose. the trail system will utilize vacant land owned or available to the City in a way that shall provide a new recreation facility for the Town, enhance the property's market value but not preclude its future use.

Vista Park Trail System Overview

Backbone trail - Mixed use, old fire road to more narrow trails suitable for biking and hiking, beginner bike trails. Moderate family friendly loop with stunning views of the river.

Highland trail - More biking with light hiking use, more narrow trails

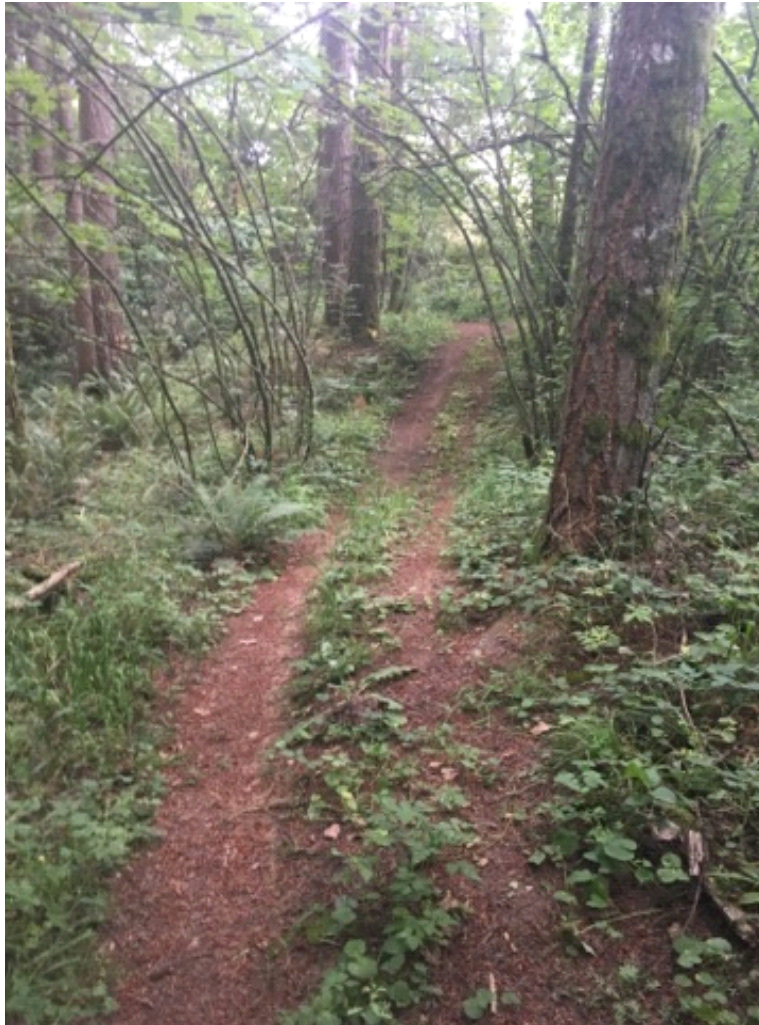
Skillz trail – Future bike only Intermediate loop (maybe expert) with some technical challenges.



Background

Significant demand exists for easy-to-moderate level, soft surface hiking/biking paths in the area. Due to the topography of most existing sites in the area, the majority of trails are difficult, or strenuous, which can limit participation by small children and families. Plus, new lease/permit process with the closest trail system leaves access subject to closure or no access at all. There are limited opportunities for a similar combination of family friendly trails and challenging trails nearby. By implementing a relatively

easy to build trail network quickly, it will also help to ensure the success of this trail project and create positive synergy. Given the proximity to the metro area of Portland and connection to hwy 30, significant visitor interest is anticipated. Scappoose is strategically positioned close to a large user base and popular trails at L.L. Stub Stewart St. Park, and Forest Park.



The Vista Park has several relative advantages over existing sites, including location, access, ownership, and scenic views:

Location - The site is a short drive from Portland and close to surrounding neighborhoods.

Access - Close proximity to town will allow users to visit and support local businesses. It is also a short bike ride into town. The site is close to the Crown Zellerbach trail. Hopeful to gain access to Smith Road via powerline access road to shorten the route and also would be a safer route. The community would become the 'hub' of the trail system.

Ownership - the City owns the land; thus, entitlement process could be simplified. Most of the improvements would be limited to clearing a narrow path (6' clearing limits with 18-24" tread) with

limited grading and minimal vegetation impact, permitting approvals should be relatively straight forward.

Views - The location provides stunning views of the valley and the Columbia River, oak forests, meadows, wetland areas, as well as active wildlife.

Implementation

Initial implementation would occur with volunteer labor through organized clubs and local volunteers, including North West Trail Alliance (NWTa). This would include final route design to ensure sustainable grades, route flagging, and route clearing. Many portions of the trail could be built quickly by the NWTa ST-240 trail building machine and accompanying hand labor. With a local “champion”, several certified volunteer operators and a strong volunteer network, the initial phase could be implemented relatively quickly.

Stewardship and Maintenance

This is a key element to any trail project and success is based on involvement and participation by the community and outside partners. On several visits to the site, people had been using and enjoying the area, and with some improvements, more people will be drawn to the area. Over time, community members and visitors will appreciate the amenity both personally and for its local economic impact, as it grows in popularity.

Significant volunteer resources could be provided through NWTa, other organized clubs and local volunteers to maintain the trails. Generally, a well-designed and well-used cross country trail requires limited maintenance that can be accomplished by a few seasonal work parties. The proposed stewardship agreement with NWTa for the proposed trail system could be formalized and initiated for the purposes of this project. NWTa would then appoint a trail steward to the area to coordinate this activity.

Some similar projects NWTa have worked on and continue maintenance on include the following:

Sandy Ridge (just outside Sandy Oregon), BLM Partnership

Trails at Stub Stewart State Park [multi-use and Bike only trails (near Vernonia)

Bike Skills Park in Vernonia

Easy Climb Trail system at Cascade Locks

Pump Tracks at Ventura Park Middle School (Portland Public Parks) and Eichler Park in Beaverton (Tualatin Hills Park & Rec District)

Castle Rock Bike Skills park

Just beginning digging at Gateway Green area in Portland (Metro Parks partnership)

Future improvements including a more advanced bike skills area will require more work. Organizing support for phase will be easier after success is demonstrated in the initial phases.

Trail Descriptions

• **Backbone trail.** (Phase 1)

This loop is designed to be an easy beginner, family friendly route. It will provide majority of the access to the park system, views of the valley and river. It will start off utilizing existing trails; which is mainly a wide trail, but will branch off to more trails.

This will be a multi-use trail able to handle hiking and biking. Parts of these beginning branch trails will have significant turns and direction changes, some bermed corners and some small obstacles with ride-arounds. It is intended to introduce people to the joys of mountain biking and provide an experience of similar mountain bike trails. Highlight of this loop/trail is access to picnic/quiet area and access to the viewpoint.

• **Highland trail.** (phase 2)

This trail loop is intended to be a 3' two way, more difficult path with rolling hills, trees and access to more of the park. This trail will still be multi-use trail for hiking and biking. It is not intended to be a wide flat path. Parts of this trail would be easy to build and add distance to other trail loops.



• **Skillz area** (possible bike only area, future build phase 3)

This could be a main draw for more seasoned mountain bike riders, but also the most difficult to build due to steep terrain, and existing resources. The conceptual route would be adjusted to utilize existing trails and minimize impacts. Would have natural jumps and obstacles to challenge and train up and

coming riders. This area would be more along the powerline access road and surrounding woods.



Other Opportunities

The possibility of building a pump track in the city on another nearby city park would enhance the bike riding activities for the community and a possible recreation tourist draw. Nearby access to Crown Zellerbach trail would add to the potential of a longer bike/hike route too.

Costs

Trail development costs can vary depending on many factors, however by initially relying on volunteers, costs will be low. One disadvantage with volunteers is an extended schedule, since most work would occur only on weekends. We are proposing only developing the trails initially to minimize required volunteer effort and ensure success. One approach to ensure high volunteer production rate is to provide good food, good beer and nice camping or lodging. We assume these can be secured locally when work parties are scheduled.

Other costs include machine run time, signage, tools and supplies. The NWTa trail building machine is available through their Trail Development Partnership Program (nwtrail.org/TDPP) which can provide the machine at near operating cost, saving significant rental costs.

A formal cost estimate has not been prepared. Most of the costs are covered by grants and donations. A small allowance of \$1,000 would likely cover use of the trail machine (fuel, maintenance), tools, simple signage and volunteer motivation supplies necessary for several work parties to complete the first phase. Hopefully trying to have min cost for initial phases while city secures funding for the new park department and offset any through donations and or grants.

Schedule

The first phase of this work could be completed by next fall, with initial trail flagging and clearing. Several work parties may be required, depending on attendance. Fall is a good time for work parties, as many people begin to transition from their summer activities to winter activities. Future work parties could enhance the trails and begin future work. All phases of this project could take multiple years to realize if done utilizing all volunteer resources, however volunteer participation will also be key to active stewardship.

Summary

This document is intended to provide a vision and an initial map for early success. With implementation of the significant opportunity identified, Scappoose would be positioned to meet future outdoor activity needs and capitalize on the current energy level of off-road cycling.