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UMATILLA COUNTY RECORDS

THE BOARD OF COMMISSIONERS OF UMATILLA COUNTY

STATE OF OREGON

In the Matter of Amending )  
Ordinance No. 2003-09 and ) ORDINANCE NO. 2022-02  
Umatilla County Transportation )  
System Plan and Comprehensive )  
Plan to Include Umatilla )  
River Trail Concept Plan )

WHEREAS pursuant to Chapter 660, Division 12, of the Oregon Administrative Rules, and specifically OAR 660-12-0045, Umatilla County, as part of its Comprehensive Plan, adopted by Ordinance No. 2002-03, a Transportation System Plan for Umatilla County; and

WHEREAS the Umatilla County Transportation System Plan is to guide the management of existing transportation facilities and the design and the implementation of future facilities for the next 20 years; and

WHEREAS Umatilla County, along with the Cities of Echo, Stanfield, Hermiston and Umatilla, have been meeting since February 2017, to discuss development of a west Umatilla County trails plan;

WHEREAS Umatilla County was awarded a technical assistance grant from the the National Park Service - Rivers, Trails, and Conservation program, to assist in the development of a trails plan;

WHEREAS afer community workshops and stakeholder meetings, the five entities, along with the National Parks Services, developed the Umatilla River Trail Concept Plan;

WHEREAS the concept plan provides proposed trail routes to connect the four west county cities with a focus along the Umatilla River, utilizing existing trails and paths;

WHEREAS the concept plan is being forwarded for approval and be made part of the Umatilla County Transportation System Plan;

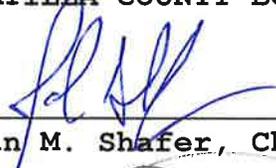
WHEREAS, at its February 24, 2022 meeting, the Umatilla County Planning Commission reviewed the proposed amendment and recommended that the Board of Commissioners adopt Comprehensive Plan Text Amendment #P-131-22 and make the plan part of the County Transportation System Plan.

WHEREAS the Board of Commissions held a public hearing on March 16, 2022, to consider the plan and voted to accept the plan and amend the Transportation System Plan.

NOW, THEREFORE the Board of Commissioners of Umatilla County ordains that the Umatilla River Trail Concept Plan, dated June 2021, is accepted, and the Umatilla County Transportation System Plan and the Umatilla County Comprehensive Plan are amended to include the Umatilla River Trail Concept Plan, dated June, 2021. A copy of the Umatilla River Trail Concept Plan is attached to this ordinance and incorporated by this reference.

DATED this 16th day of March, 2022.

UMATILLA COUNTY BOARD OF COMMISSIONERS

  
\_\_\_\_\_  
John M. Shafer, Chair

  
\_\_\_\_\_  
Daniel N. Dorran, Commissioner

  
\_\_\_\_\_  
George L. Murdock, Commissioner

ATTEST:  
OFFICE OF COUNTY RECORDS

  
\_\_\_\_\_  
Records Officer



# UMATILLA RIVER TRAIL



## CONCEPT PLAN

JUNE 2021



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# FOREWORD

## ***Umatilla River Trail, Umatilla County, Oregon***

*A trails system that inter-connects Umatilla, Hermiston, Stanfield, and Echo to increase recreation, health and community livability. A product of collaborative vision.*

The Umatilla River has been a life source and focus to peoples living along its banks since the beginning of time. In Indian tongue, “Umatilla” means “laughing waters”, probably because it is so vibrant and alive. It has provided a natural road map to follow from one location to another whether it be hunting ground-to-gathering ground-to-fishing or just from community-to-community. The river has provided fish and water to refresh humans and wildlife; water to nourish trees and croplands along its course. Umatilla County drew its name from the river when founded in 1862. It is part of our heritage; an important part of our life.

What better way to preserve that heritage than creating a trail along the course of the river for enjoyment by all; a trail to be hiked or biked, for health and for recreation. Many people have shared that vision and, lest it fade, now nurture the dream to infancy. With the support and involvement of the cities and interested stakeholders, the vision is coming to life.

### *How it is happening...*

Umatilla County and the four partnering cities (Umatilla, Hermiston, Stanfield, and Echo) are committed to fostering livable, healthy and thriving communities; Communities where transportation systems are designed to equitably serve all users, support and enhance walking and biking as active transportation options, and ensure connectivity within and among communities and other regional destinations.

Project stakeholders have been working collaboratively to develop an overarching vision for the Umatilla River Trail. This document represents the communities’ collective-conceptual vision for the trail; and, as the fruit of countless meetings, reflects the hard-work, visions, partnerships, and collaboration that has gone into this project.

This concept plan is intended to provide an overall vision, alignment, and general recommendations for the Umatilla River Trail. It does not go into specific detail about exact locations of the trail on public property, number of amenities provided, or contain engineered drawings. It is meant to illustrate what route [and potential alternatives] may look like as it is developed overtime. After reading this plan, one should have a general idea of the character of the trail, a preferred alignment with suggested alternative routes, and where trailheads and potential amenities may be located. Before the trail is built, detailed construction documents will be generated, specifying exact locations, measurements, and materiality. Phased implementation, adaptive management, funding, and partnership building is expected to continue over time to best suit the needs of the trail, users, members of the public, and the environment.



William (Bill) Elfering  
Umatilla County Commissioner  
(retired)

# ACKNOWLEDGEMENTS

Umatilla County and the National Park Service worked with several members of the public and stakeholder groups to develop this concept plan. The following entities and/ or persons were involved in the planning and development of this concept plan:

## PLANNING TEAM

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### ***National Park Service***

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## STEERING COMMITTEE

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Bill Elfering (*County Commissioner*)  
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Diane Berry (*City of Echo, Retired*)  
Gail Nelson (*Umatilla County Economic Development*)  
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Scott Morris (*City of Stanfield Public Works*)  
Susan Christensen (*Greater Eastern Oregon Development Corp.*)  
Tammie Williams (*Local Business Owner, Echo City Council*)  
Tamra Mabbott (*City of Umatilla Community Development*)



*In Partnership With:*



*Technical Assistance  
Provided By:*



*Rivers, Trails, Conservation  
Assistance Program*

## **TECHNICAL ADVISORS**

Army Corps of Engineers  
Bureau of Reclamation  
Cedar Milers Volkssport Club  
City of Echo  
City of Hermiston  
City of Stanfield  
City of Umatilla  
Clearview Disability Resource Center  
Confederated Tribes of the Umatilla Indian Reservation  
Eastern Oregon Business Source  
Good Shepherd Health  
Greater Eastern Oregon Development Corporation  
Oregon Department of Transportation  
Oregon Parks and Recreation Department  
Stanfield Irrigation District  
Umatilla Basin Watershed Council  
Umatilla County Economic Development and Tourism Department  
Umatilla County Public Health  
Umatilla Electric Cooperative

## **ADDITIONAL CONTRIBUTORS**

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Kim Puzey (*Port of Umatilla*)  
Mark Miller (*Oregon State Parks*)  
Michael Ward (*Umatilla Watershed Council*)  
Pat Jewett (*Cedar Milers Volkssport Club*)  
Susan Bower (*Consultant for Grant Preparation*)  
Teresa Penninger (*ODOT Region 5*)

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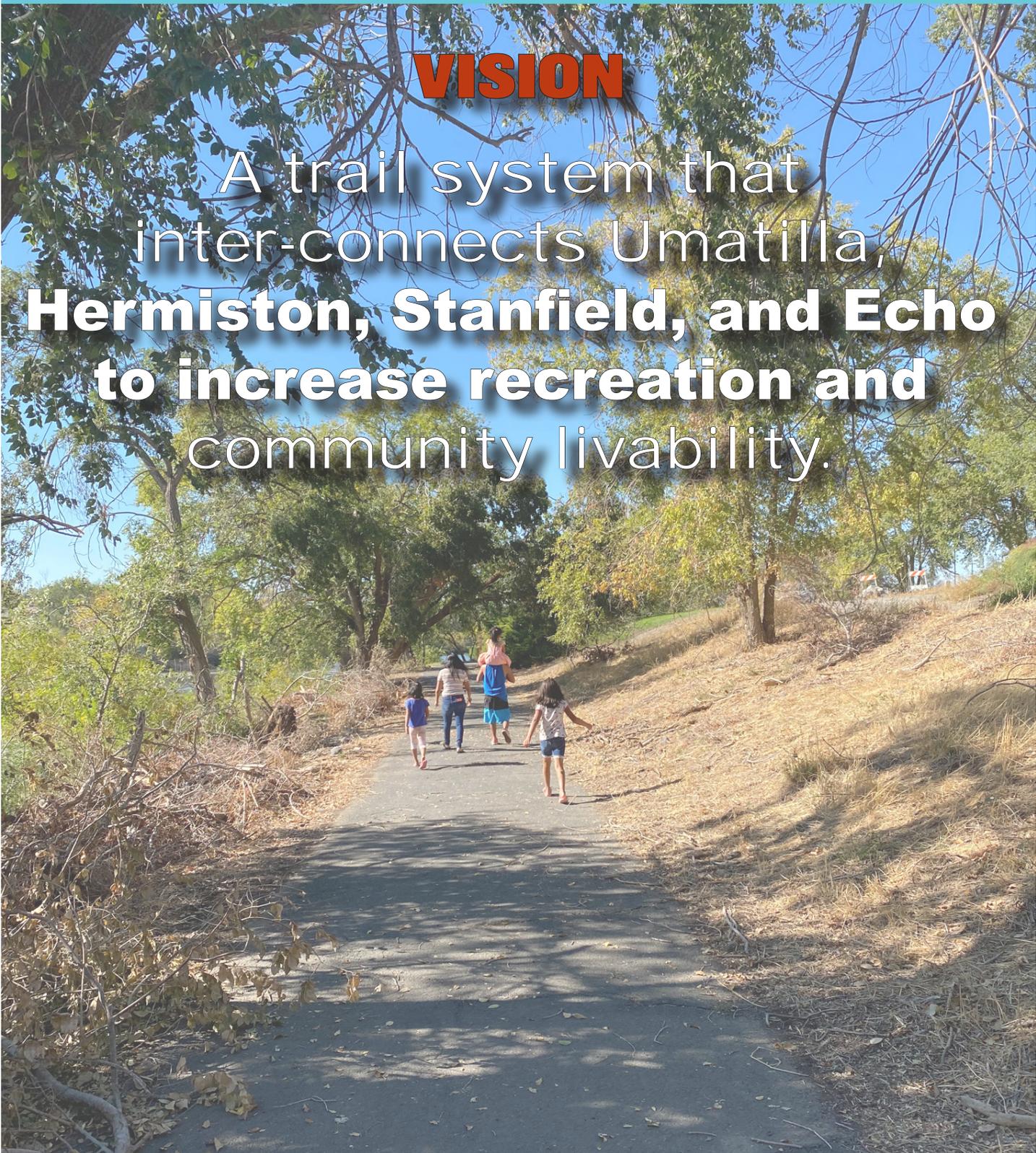
# ABOUT THIS DOCUMENT

Umatilla County, in partnership with the National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) program, have been working collaboratively with local community members, user-groups, land owners and management agencies to develop a vision and plan for a multi-modal trail that interconnects the cities of Umatilla, Hermiston, Stanfield and Echo. The Umatilla River Trail Plan provides information on the community process and recommendations for a new trail. It also provides information on overall benefits, uses, types of trails and amenities. It represents the community's collective-conceptual vision for the trail, and is a culmination of all the hard work, vision, partnerships, and collaboration that has gone into this project.

The Umatilla River Trail Concept Plan is intended to provide an overall vision, alignment, and general recommendations for the Umatilla River Trail. It does not go into specific detail about exact locations of the trail on public property, number of amenities provided, or contain engineered drawings. It is meant to illustrate what route [and potential alternatives] may look like as it is developed over time. After reading this plan, one should have a general idea of the character of the trail, a preferred alignment with suggested alternative routes, and where trailheads and potential amenities may be located. Before the trail is built, detailed construction documents will need to be generated, specifying exact locations, measurements, and materiality. Phased implementation, adaptive management, funding, and partnership building is expected to continue over time to best suit the needs of the trail, users, members of the public, and the environment.



**View of the Umatilla River as seen from Nugent Park Trail (City of Umatilla)**



## VISION

A trail system that inter-connects Umatilla, **Hermiston, Stanfield, and Echo** to increase recreation and community livability.



## MISSION

- To create a community supported trails plan to guide development of a Umatilla River trail system
- To increase coordination, collaboration and partnerships between Umatilla County, West County communities, trail stakeholders and supporters
- To support the county Plan4Health Initiative's goal to improve citizen health and wellness by providing the physical infrastructure to support active living
- To develop recommendations for funding implementation of the trails plan and maintenance of the trails
- To guide adoption of plan recommendations into county and community comprehensive and transportation system plans

## GOALS

- Provide access to recreation opportunities for walking, bicycling, horseback riding, mountain biking, nature viewing, kayaking, fishing and other activities
- Create an interconnected trail system that supports choices for safe, active, non-motorized transportation
- Connect community business districts and neighborhoods with the Umatilla and Columbia Rivers, parks and other regional trails
- Enhance community health and well-being by providing more opportunities for citizens to get outside and be physically active
- Provide educational opportunities and information that highlights regional and community historical, cultural, and natural resources
- Boost local tourism and economic development by becoming a regional trail destination

# FREQUENTLY ASKED QUESTIONS

## **1. Who is responsible for implementation of this plan?**

Umatilla County will serve as the coordinator for implementation of the Umatilla River Trail and will convene partners and stakeholders on an as-needed basis. Each jurisdiction is responsible for funding and implementing the recommendations that are contained within this plan. Timing of implementation will be dependent upon that particular entity's ability to do so, including funding and staff availability. Each government entity (Umatilla County, City of Echo, City of Stanfield, City of Hermiston, and City of Umatilla) was part of this planning process and contributed to the recommendations within this document. But construction of these recommendations is strictly up to that government agency's ability and desire to do so. It is hoped that this document and the power of the partnership of entities involved in the creation of this plan will help individual agency's efforts in fundraising for their particular recommendations. In particular, this plan will add strength to any government agency's proposals for grants to fund the trail and related trail infrastructure.

## **2. Who will manage this trail?**

Overall coordination and management of the Umatilla River Trail will be the responsibility of Umatilla County but each government entity will have control and responsibility for the sections of trail within their respective jurisdictions. For example, where the trail goes within the City of Hermiston and rights-of-way, the City of Hermiston will be responsible for the maintenance and management of the trail.

## **3. Will there be an increase in trespass, littering, vandalism, and other illegal activities?**

Actually, a vast majority of trails have experienced a decrease in unwanted activities such as those listed above. When trails are well planned and loved by communities, it increases visibility and use of a trail. By promoting activities such as walking, running, biking, and others; more eyes are on the trail throughout various times of the day, which leads to more positive interactions with other community members. Trails have proven to be a safe community amenity that showcase an area's natural beauty and heritage.

## **4. How will the trail manage and enhance public safety?**

The Umatilla River Trail will enhance public safety by providing a protected alternative transportation route that connects four intertwined communities. It is envisioned that a majority of trail routes would be off-street and/or buffered from vehicular traffic. By creating a single, continuous corridor, users are able to safely connect to many places within their communities.

An effective way to promote safety along the trail is through good design practices, and community outreach. Tall and overgrown shrubs should be eliminated, to prevent hiding places, with the route allowing for and maintaining sight-lines for users. Lighting can also be used at trailheads, intersections, parking lots to improve visibility and safety. Finally keeping the trail well maintained and activated by the community, increases overall pride of ownership for the trail and safety.

## **5. What about emergency and fire response?**

The benefit of having a multi-use, paved trail is that emergency vehicles have better access in case of an emergency. The design of the trail corridor should allow for easy access for fire and emergency response vehicles by providing flat, wide surfaces. By allowing for ease of access to and along the trail corridor, response times will be faster, which will increase protection of users.

## **6. Will my land be used as part of the trail?**

The Umatilla River Trail will primarily be located within publicly-owned right-of-way. Publicly-owned right-of-way commonly includes state and federal land, city parks, and areas adjacent to state, city, and county roadways. Some private property owners have expressed an interest in having the trail developed on their property. Private property will not be utilized without prior consent from willing landowners.

# INTRODUCTION

Project Area

Demographics

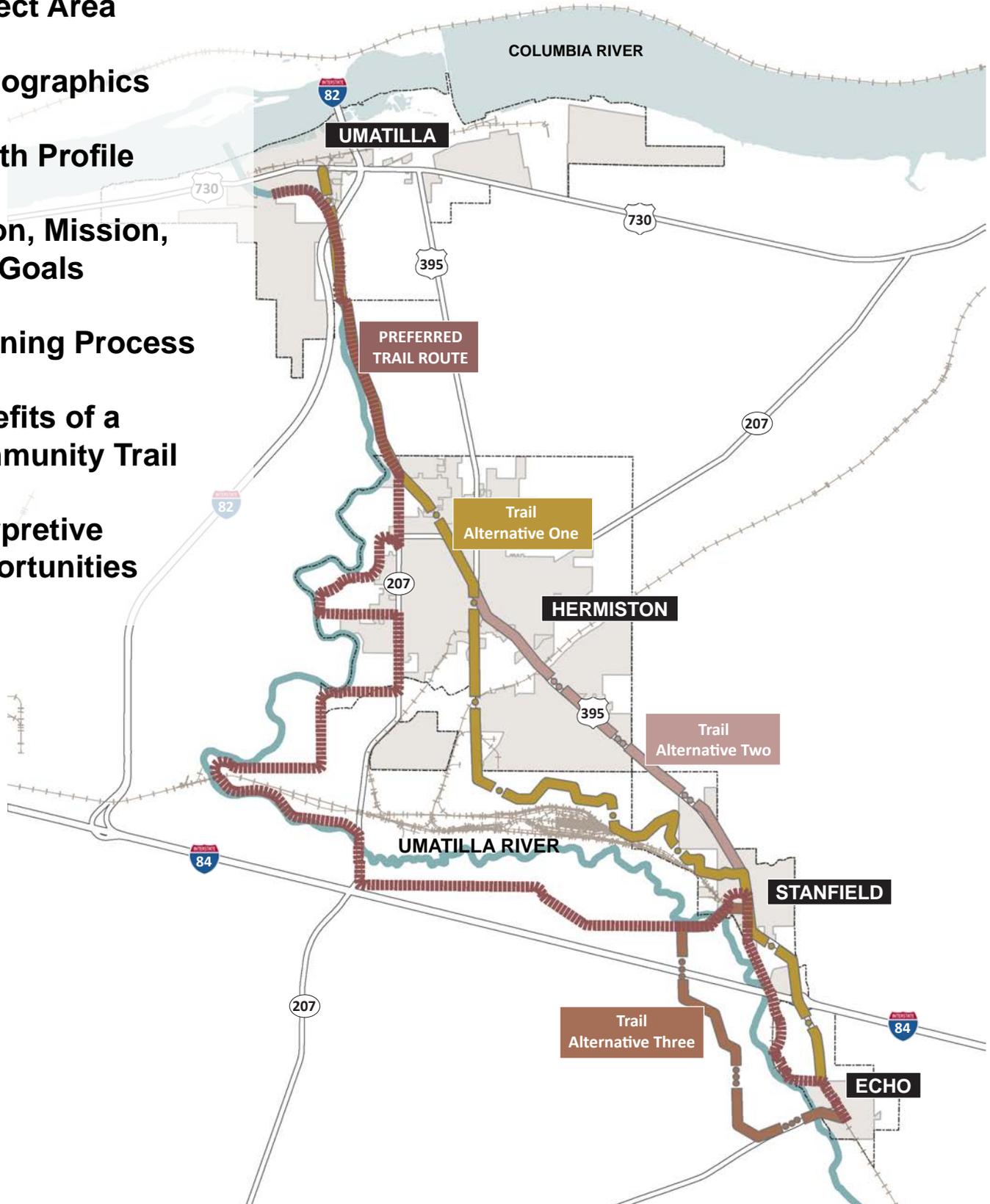
Health Profile

Vision, Mission,  
and Goals

Planning Process

Benefits of a  
Community Trail

Interpretive  
Opportunities



# PROJECT AREA

The proposed Umatilla River Trail is located in Umatilla County, in northeast Oregon (see Vicinity Map). It would connect approximately 25 miles between the cities of Umatilla, Hermiston, Stanfield, and Echo (see Project Area Map). At the north end of the trail is the city of Umatilla which lies along the banks of the Columbia River. A small tributary to the Columbia River, the Umatilla River connects Umatilla with Hermiston, Stanfield, and Echo to the south. Interstate 84 (I-84) crosses west to east south of Stanfield, and creates a non-motorized barrier to the city of Echo.

Umatilla County was created on Sept. 27, 1862, out of a portion of Wasco County. Umatilla is a Native American term meaning “rippling water” or “water rippling over sand” and has provided the name both for the county and its major river. Adjustments were made to the county’s boundaries following the creation of Grant, Morrow, Union, and Wallowa Counties. The county contains 3,231 square miles and is bounded by the Columbia River and Washington on the north, Morrow County on the west, Grant County on the south, and Union and Wallowa counties on the east.

The area is geographically located at the confluence of the Umatilla and Columbia Rivers. It is also situated at the intersection of Interstates I-82 and I-84, and is bisected by State Highways 730, 207, and 395. Since the community is located at the confluence of two rivers, several active rail lines, and a robust interstate highway system, development in the region has been shaped by transportation. The communities serve as an important transportation and freight hub for many agricultural projects grown in the region.

Although each community is geographically and economically connected, each of the communities offers their own sense of place. Located at the confluence of the Umatilla and Columbia River, the City of Umatilla is home to the “Old Town” site which was once a Native American settlement, and is currently preserved to protect several important cultural sites. The City of Umatilla provides many opportunities for cultural education and interpretation. Hermiston is the largest of the cities and is known for its vibrant agricultural scene - including several farm to table programs, strong business community, and family-oriented parks system. The City of Stanfield is located just off I-84 and is a prominent stop for the traveling public. Stanfield is home to several sports fields, courts, parks and walking paths. The community is surrounded by agriculture and a growing industrial economy. Echo is a small rural community known for its rich display of history and preservation of the Oregon Trail, agricultural heritage, and old settlement routes. Several wagon ruts and historical buildings have been placed on the National Historic Registry. The community is also a popular tourist destination with quaint downtown shops, two local wineries (Sno Road and Echo Ridge) and a nearby off trail mountain bike course, “Red to Red.”

# DEMOGRAPHICS

According to the 2010 Census, the population of Umatilla County was 75,889. The west-end cities had a combined population of 26,393 at that time, making up nearly 29% of the County’s population. About 53% of Umatilla County residents are between the ages of 18 and 65.

Demographics for Umatilla County show that the county is nearly one quarter Hispanic or Latino and has a concentrated Native American population on the Umatilla Indian Reservation near Pendleton, Oregon.

Over 82% of Umatilla County residents age 25 and over have a high school diploma or higher education. The median household income of Umatilla County is \$51,887 and about 16% of residents are below the poverty line.

# HEALTH PROFILE

A Community Health Assessment was completed in 2018 by hospitals within Umatilla County and County Public Health, among other agencies. The assessment found that 7% of adults residing in the county do not have health care and 16% of those uninsured had an annual income less than \$25,000. In addition, 58% of adults had a routine doctor's visit within the last year and 47% of adults had received the flu vaccine in the last year. Chronic disease rates are well-documented within Umatilla County. Of the adults surveyed, 57% self-reported their health as excellent or very good, however, 70% of adults were overweight or obese.

Umatilla County Public Health adopted a Community Health Improvement Plan in 2017. The plan held public workshops, which determined priorities for the plan; they are: reduction of obesity rate, chronic disease awareness, access to mental health resources, tobacco and prescription drug abuse resources, and violence and safety resources. The plan was adopted to improve the County's overall health profile, and demonstrates the togetherness of the community.

Overall, the health of Umatilla County is similar to that of the United States. The addition of the Umatilla River Trail will create a community resource that encourages healthy activities and will be readily available to a fair portion of Umatilla County residents.

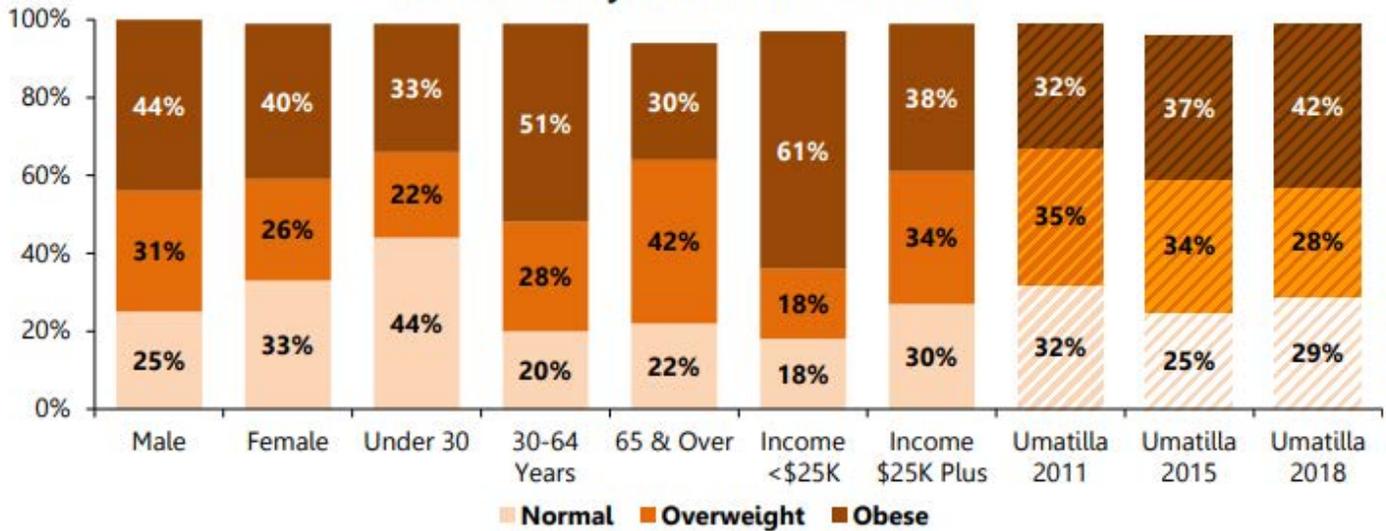
Adult Comparisons	Umatilla County 2011	Umatilla County 2015	Umatilla County 2018	Oregon 2017	U.S. 2017
Rated health as excellent or very good	53%	36%	57%	52%	51%
Rated health as fair or poor	15%	27%	16%	18%	18%
Rated their mental health as not good on four or more days in the previous month	30%	28%	26%	N/A	N/A
Average days that physical health not good in past month	N/A	4.0	3.9	3.8†	3.7†
Average days that mental health not good in past month	N/A	3.5	4.7	4.5†	3.8†

†2016 BRFSS data as compiled by 2018 County Health Rankings  
N/A – Not Available

Health Status	No Days	1-3 Days	4-5 Days	6-7 Days	8 or More Days
<b>Physical Health Not Good in Past 30 Days*</b>					
<b>Males</b>	53%	17%	3%	1%	10%
<b>Females</b>	53%	10%	9%	6%	17%
<b>Total</b>	53%	13%	7%	3%	14%
<b>Mental Health Not Good in Past 30 Days*</b>					
<b>Males</b>	79%	4%	2%	1%	6%
<b>Females</b>	49%	10%	8%	2%	26%
<b>Total</b>	62%	7%	5%	2%	18%

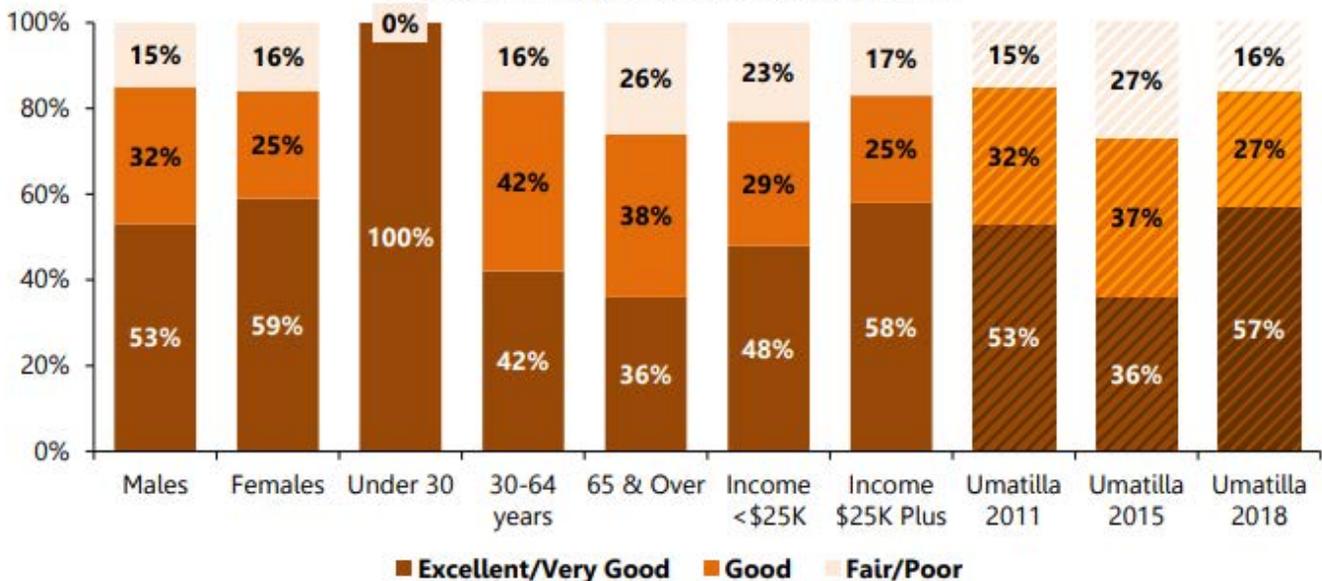
\*Totals may not equal 100% as some respondents answered, "Don't know".

### Umatilla County Adult BMI Classifications\*



\*Percentages may not equal 100% due to the exclusion of data for those who were classified as underweight  
 Note: Caution should be used when interpreting subgroup results as the margin of error for any subgroup is higher than that of the overall survey.

### Umatilla County Adult Health Perceptions\*



\*Respondents were asked: "Would you say that in general your health is excellent, very good, good, fair or poor?"  
 Note: Caution should be used when interpreting subgroup results as the margin of error for any subgroup is higher than that of the overall survey.

1. Umatilla County Community Health Assessment, 2018. Retrieved from: <http://www.hcno.org/wp-content/uploads/2019/05/Umatilla-County-CHA-with-community-stakeholder-feedback-5-28-19.pdf>
2. Umatilla County Community Health Improvement Plan, 2017. Retrieved from: [http://www.co.umatilla.or.us/health/main/Health\\_Improvement\\_Plan.pdf](http://www.co.umatilla.or.us/health/main/Health_Improvement_Plan.pdf)

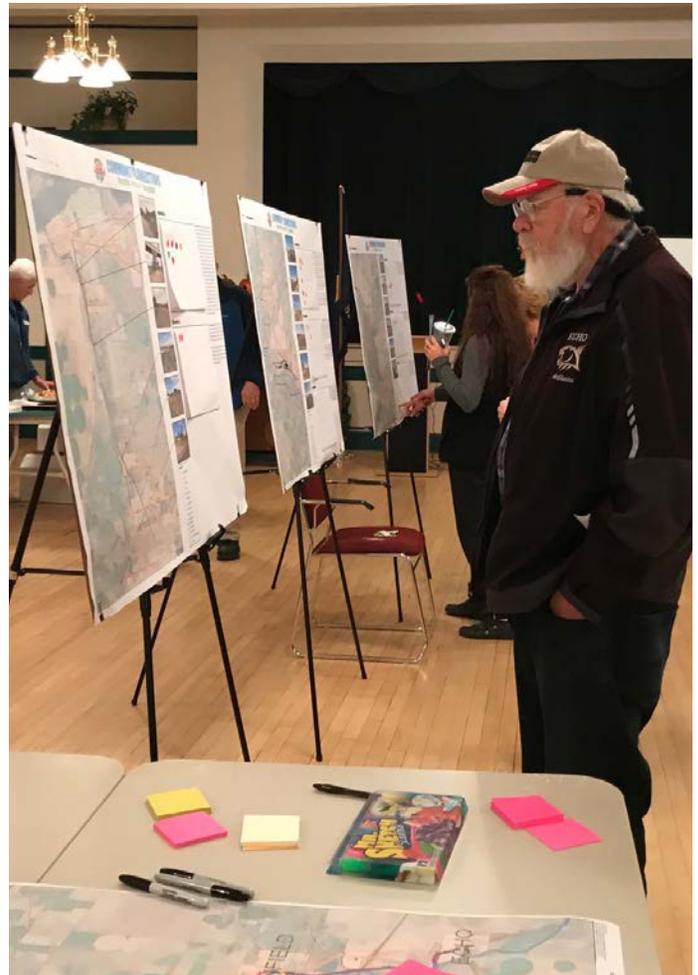
# PLANNING PROCESS

## PROJECT BACKGROUND

The five jurisdictions affiliated with this project first met in February 2017 to discuss developing a west Umatilla County trails plan. A regional trail is a concept that has been “kicked around” by local community members for years. Recognizing that regional collaboration would be key to ensuring inter-connectivity between the four cities, it was recommended that the group explore grant funding or technical assistance that could help guide this regional planning effort. Drawing from Umatilla County’s positive experience with the Blue Mountain Region Trails Plan RTCA project (2017), the group agreed that a similar approach would work well for this project, and each entity decided to partner on making an application to the National Park Service RTCA program.

The partnering jurisdictions, at the time of application, were looking to build upon the momentum of other regional planning efforts being brought to fruition in the area include the Blue Mountain Trails system in southern Walla Walla County, Washington, terminating at Wallula Junction to the northeast, the Lewis & Clark Trail system in Morrow County to the west, and the Pendleton trails system to the southeast, terminating at Reith. The Umatilla River Trail could ultimately provide the basis for approximately 25 miles of trails between these other systems, even though they would not yet be linked to those larger regional systems.

Prior to applying for RTCA assistance, the local cities affiliated with the plan had also been making accomplishments related to trails. The City of Umatilla was working toward completion of a recreation and trails plan which would inform and include updates to their transportation system plan. The City of Hermiston already had some trail infrastructure in existence and was looking to expand upon the existing trails network. Stanfield and Echo had less detailed plans at the time of application and both cities were eager for the opportunity to further develop a trail system.



## PLANNING FOR THE TRAIL

Planning for the Umatilla River Trail began in late 2018 when the Umatilla County Planning Department was awarded a technical assistance grant from the National Park Service - Rivers, Trails, and Conservation (NPS RTCA) program. Together, Umatilla County Planning Department and NPS RTCA formed a planning team which was responsible for gathering information, identifying and outreaching to the stakeholders and the public, and creating material related to the Umatilla River Trail. Along with input and direction from a steering committee and technical advisory committee- both consisting of various business owners, land managers, public officials, and vested interest groups- public outreach and engagement was conducted in the summer and fall of 2019 to allow for input into preferred trail routes, alternatives, and themes. Taking all relevant information and input provided by the community back to the steering committee and technical advisory committee, for further input on what was heard and learned throughout the process, four trail routes were ultimately identified as potential routes. These four trail routes were then vetted through the public and community once again, during a series of four community workshops held in Echo, Stanfield, Hermiston and Umatilla. From there a preferred trail route was identified by the community, and vetted once more through vested interest groups on the committees. The product of all community outreach and planning that was done is contained in this Umatilla River Trail Concept Plan.



## COMMUNITY OUTREACH AND ENGAGEMENT

Project stakeholders consisting of local business owners, members of the public, government officials, and invested interest groups first gathered for a project visioning session April 23, 2019 at the Eastern Oregon Trade and Events Center (EOTEC) in Hermiston. The visioning session was led by National Park Service and County staff. Attendees worked to refine the vision, mission, and goals of the project and participated in an initial mapping exercise to identify trail opportunities and constraints. Stakeholders were asked to sign-up to participate as members of a project steering committee or as technical advisors.

The steering committee was tasked with advising the planning team about trail routes and recommendations and would serve as volunteers/ trail advocates to assist with community engagement. The Technical Advisory Committee, consisting of regulatory land managers, was tasked to give technical input and recommend trail routes as they related to a variety of issues ranging from environmental and cultural resources to land ownership, just to name a few.

The two committees met numerous times throughout the planning process.



## **SURVEY**

The project steering committee developed an online survey to better understand the needs and desires of the community for a trails system. Internet links to the online survey were distributed via email to a variety of networks throughout Umatilla County. The survey was available in English and Spanish and was a useful tool for receiving public feedback at community events such as the Umatilla County Fair and Umatilla County Health and Wellness Event. Nearly 160 people participated in the online survey during the 10 week survey period running mid-August through mid-October. A summary of all survey results are included in "*Appendix A: Survey Results (pages I-XII)*".

Results of the survey show that a majority (87%) of respondents live in the west Umatilla County area. Respondents indicated their favorite and/or most visited destinations (respondents could select more than one answer) include but are not limited to local parks and trails (65%), grocery stores (62%), restaurants (58%), and work (42%). The most popular use of a regional recreation trail was walking / hiking / jogging (135 responses) followed by wildlife / nature viewing (91 responses) and biking for recreation (81 responses).

Survey results show that a majority of all respondents engage in some form of physical activity or recreation at least once a week and a majority of respondents said they would envision using the Umatilla River trail at least 2-3 times a week.

The survey also asked respondents to rate the importance of various trail amenities (16 total) ranging from restrooms to interpretive displays, and lighting to landscaping. Amenities such as pet waste bag dispensers and restroom facilities were rated very important by survey participants.

Next, participants were asked what type of trail surface they preferred. Over 53 percent of respondents preferred a paved trail, followed by dual surface trail at nearly 24 percent.

Participants were asked how they felt about the Umatilla River Trail project. As evident by the responses, over 120 people were either "excited" or "very excited" about the project. Only 9 respondents indicated that they were opposed to the idea of a regional trail. Participants were asked to rate how strongly they felt about certain benefits a regional trail system would provide. Responses show that participants generally felt strongly that a trail system provides a way for kids and families to be active outside and they offer a good way to access nature.

Finally, participants were invited to share the areas in the communities where they liked to recreate most often. Riverfront Park, Oxbow Trail, Hat Rock State Park and Butte Park were selected as the most popular recreation sites. It is worth noting that each of these locations already include some form of developed trail.

### **HEALTH AND WELLNESS EVENT**

Umatilla County facilitated another informational booth, similar to the County Fair, at the Umatilla County Health and Wellness event held in September at Hermiston High School. The annual event is centered around health and wellness and featured various organizations and vendors promoting healthy lifestyles. Hundreds of visitors attended the one day event and the county was able to publicize the community workshops and encourage participation in the online community survey. Posters were presented in English and Spanish.

### **COUNTY FAIR BOOTH**

Project stakeholders facilitated an informational booth during the week-long Umatilla County Fair in August 2019. The county fair provided an excellent venue to inform the public about the Umatilla River Trail and promote the community workshops that were scheduled later in October. Steering committee members were stationed at the booth to answer questions about the project and also encourage participation in the online community survey via tablets. Individuals who participated in the online survey were entered into a prize drawing held at the conclusion of the fair. The week-long event is attended by thousands of people and the informational booth proved to be an excellent way to promote the trail and receive community feedback.

## COMMUNITY WORKSHOPS

In October of 2019 a series of four interactive community workshops were held in each of the towns represented along the trail route - Echo, Stanfield, Hermiston and Umatilla. These were open to all members of the public and participants were encouraged to provide feedback and comments on proposed trail routes, interpretive themes, concerns and opportunities, and design features and overall general recommendations of the trail. Information regarding public health, economic and community benefits of the trail were available. The format for each workshop was exactly the same. Over 90 community members and volunteers attended at least one of the workshops over the course of the four evenings. A summary of the community workshops is included in "*Appendix B: Community Workshops Summary (pages XIII-XXVI)*".

NPS staff, County Commissioner, and County staff kicked-off the community meetings with a presentation about the RTCA program, and the evolution of the trails project. County staff emphasized that the project was conceptual and that "no private land" was being considered in the alternatives, unless landowners have expressed interest in opening up their property to recreation. Attendees were also reminded that additional consultation and permitting would be required as the concept plan is implemented. Commissioner Elfering noted that tax dollars would not be used to construct a future trail system, rather the County would be exploring other funding programs such as grants.

After the presentation, attendees were invited to visit the "conversation stations" arranged around the room. Some of the stations were interactive and asked attendees to participate in a "dot voting" or mapping exercise; and other stations consisted of informational displays. Several steering committee members volunteered to facilitate conversation stations. A copy of each conversation station display is included in "*Appendix B: Community Workshops Summary (pages XIII-XXVI)*".

Comment cards were available for attendees to make recommendations or leave general comments about the project for consideration by the project steering committee. Overwhelmingly, the participants of the community workshops supported the trail route along the Umatilla River. Connecting to parks, schools, and other community amenities seemed to generate excitement among attendees. Community members also seemed to prefer a dual use (multi-surface) type of trail at least in some areas. While most of the public response was positive, there was some concern about issues ranging from homeless encampments, land ownership (especially land associated with the railroad and the Feed Canal), and ensuring that there was good representation from the Latino community.



## UMATILLA RIVER TRAIL CONCEPT PLAN

With information gathered from the community survey, workshops and various community events, the planning team worked through the winter of 2019 and 2020 to discuss what the public had said and to make draft recommendations for trail routes to take back to the steering and technical advisory committees. In March of 2020 the Steering Committee held a meeting to give input into draft recommendations, and a final trail concept was developed.

Progress was hampered during the spring/summer of 2020 due to the COVID-19 pandemic. However, NPS and County staff continued their work to refine project mapping and began drafting the text of the concept plan. Members of the Steering Committee and Technical Advisory Committee were given opportunities to comment during the development of the draft concept plan. The draft plan was sent out for one last Steering Committee and Technical Advisory Committee review in November 2020. After addressing these comments and concerns, the project team released the final plan to the public in December 2020.



# BENEFITS OF THE TRAIL

Development of community and multi-modal trails benefit communities in several ways from offering recreation opportunities, impacting health, creating tourism and economic development opportunities, to encouraging more healthy and clean environments from reduced car usage. Several studies have confirmed these benefits. Some of the expected benefits from the development of the Umatilla River Trail are listed below.

## RECREATION

Community Trails create accessible, affordable, open and safe recreational opportunities. The Umatilla River Trail will allow users to travel its corridor while simultaneously providing a large variety of recreational opportunities. Users will be able to hike, cycle, connect to existing trails and parks and take advantage of the many activities that the Umatilla River provides such as fishing, kayaking, paddling and more. The trail will be designed to be ADA compliant, making it more conducive to serving individuals with disabilities.

Trails make communities better places to live by preserving and creating open spaces for recreation. Trails also provide a unique facility to equitably serve diverse populations within a community that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.



## CONNECTED COMMUNITIES

The cities of Umatilla, Hermiston, Stanfield and Echo are connected by US Highway 395. The Umatilla River Trail will provide a safe and pleasant alternative to connect the West County Cities and their residents.

The City of Umatilla is a gateway to the Columbia River, with many recreational opportunities, annual events like Landing Days, shops and local restaurants. There are several large employers within and surrounding city limits.

The City of Hermiston is the largest city (based on population) in Umatilla County. Many of the city's parks are near or along the Umatilla River Trail, with several near the Umatilla River. In addition, the city hosts the Umatilla County Fair and Farm City Pro Rodeo. Similar to Umatilla, Hermiston has many large employers within its zip code.

The City of Stanfield, located just north of Interstate 84 sees many visitors daily. It currently has a paved path that is over 1-mile long, connecting subdivisions, schools and the downtown area. Each year the city hosts its 4th of July Basketball Tournament, amongst other events.

The City of Echo, located just south of Interstate 84, is surrounded by large farm operations and popular cycling trails. The city is also home to a golf course, a winery and a Historical Oregon Trail Route. Echo is known for its rich history and various historic sites. The Echo Historical Museum is open on the weekends and has many historical displays.

## HEALTHY LIVING

Health Data (presented below) shows several noteworthy indicators about the well-being of Umatilla County residents in comparison to the respective state average.

Statistics emphasize the need to integrate policies of health into the built environment. Community planners and public health officials have been working to improve and promote the relationship between public health and land use planning in our region through initiatives such as Plan4Health.

The Plan4Health initiative fully compliments the Umatilla River Trails Project, and acts as a catalyst for collective action toward a healthier future in Umatilla County.

The Umatilla River Trails Project presents an unique opportunity to partner with community health organizations such as the Good Shepherd Education Department to implement programs such as Northeast Oregon Prescription Trails. This program helps community members improve their health by using exercise as medicine, while accessing our beautiful parks and trails.

Studies show that exercise can improve quality of life and help prevent and treat numerous illnesses / chronic conditions like diabetes, obesity, high blood pressure, and depression. Good Shepherd works with highly knowledgeable and qualified providers who recognize that exercise, in many cases, is just as effective as medication.

<b>Metric</b>	<b>Oregon</b>	<b>Umatilla County</b>
Poor and Fair Health	<b>14%</b>	<b>17%</b>
Adult Obesity	<b>27%</b>	<b>32%</b>
Physical Inactivity	<b>16%</b>	<b>21%</b>
Diabetes Prevalence	<b>9%</b>	<b>10%</b>
Access to Exercise Opportunities	<b>89%</b>	<b>60%</b>

Source: <https://www.countyhealthrankings.org/> in parth through Blue Mountain Region Trails Plan

## **ALTERNATIVE TRANSPORTATION**

Trails provide corridors for non-motorized methods of travel, such as walking and biking. The Umatilla River Trail will serve as a connection between four cities and their surrounding rural areas. By connecting to existing urban trails, users will be able to commute safely to school, work and other activities without the use of a motorized vehicle. The trail will provide a means for pedestrians, cyclists and others to be separated from roadways, creating an enjoyable and safe commute or recreational area.

Alternative transportation methods provide environmental benefits, as well as health benefits to the traveler. A commute that may be a five-minute drive becomes a 10-minute bike ride or a 20-minute walk that incorporates physical activity into a person's day while eliminating some air pollutants from being released.

## **SAFE ROUTES TO SCHOOLS**

The Oregon Safe Routes to School (SRTS) program aims to create safe, healthy, convenient, and fun opportunities for children to use active transportation for the school commute. These initiatives promote livable, vibrant communities, increase physical activity, and improve unsafe walking, biking, and skating conditions throughout the community. This includes a commitment to providing safe bicycle and pedestrian infrastructure and reducing crash rates in all communities, including those with low-income families and non-English speakers.

Even though the public preferred a route located in close proximity to the Umatilla River Trail, an interconnected trail would provide communities with an additional opportunity to connect this new bicycle and pedestrian route to important community sites such as schools. In addition, SRTS may serve as an additional grant funding source for future projects.

## **HISTORIC PRESERVATION AND COMMUNITY IDENTITY**

The Umatilla and Columbia rivers are the lifeblood of the communities located along their routes. Natives and early settlers used the rivers' resources to survive and thrive. Today, the rivers are used for recreational fishing, boating, paddling, swimming and more. Much of the area's history is tied to the Umatilla River, and the trail will provide a unique and fun way for residents and visitors to experience the history and identities of the four communities.

## **ENVIRONMENT**

As rural land becomes urbanized, it is important to continue to protect natural resources and ecosystems. Trails and greenways provide an opportunity for preservation, while also giving communities and visitors enjoyable access to the area's native plants and animals. In addition, trails improve air quality by providing enjoyable and safe alternatives to driving, which reduces the burning of fossil fuels. They also protect large areas of plants, and can result in more greenery being planted that create oxygen and filter air pollutants. Grant funding for the dual purpose of trail development and stream restoration / habitat improvement may be available for certain sections of the proposed trail, thereby improving both recreational and natural environments.



## SAFE AND LIVABLE COMMUNITIES

Enhancing the ability of traditionally underserved populations to travel by non-motorized modes can potentially lead to a more equitable community through improved public health and safety outcomes. These outcomes include strengthened neighborhood ties, improved access to health care services, reduced exposure to vehicular collisions by non-motorized travelers, and lowered health care costs.

The construction of the Umatilla River Trail will promote healthier lifestyles by encouraging outdoor recreation and exercise. In addition, the trail will provide an opportunity for people of all ages to have an accessible, attractive and safe place to recreate at little or no cost.

Many public health officials agree that citizens are more likely to have physically active lifestyles, provided they have recreational facilities in their community. The Portland State University Population Research Center has identified Umatilla County as a “Body Mass Index High Priority County”. By connecting the four cities with one another and their hotspots, the trail will encourage Umatilla County residents to incorporate more exercise into their daily lives. The Umatilla River Trail will have a significant positive impact on the county’s public health and wellness.



## TOURISM AND ECONOMICS

A 2017 study conducted by the Outdoor Industry Association found that, in Oregon, outdoor recreation generates \$16.4 billion annually in consumer spending, \$5.1 billion in wages and salaries, and \$749 million in state and local tax revenues.

The potential for increased visitors to the region as a result of a more developed recreational infrastructure, could have significant, long-term and sustainable impacts on the economic vitality of Umatilla County. In addition, organizations such as Umatilla County Tourism can market a regional trails system as another amenity to draw visitors into west county communities.

Agriculture is abundant in the region and the Umatilla River Trails Project may provide another opportunity to highlight our beautiful Century Farms, produce stands and tasting rooms. Currently, an agritourism driving tour, “River to Hills Farm Loop” is enjoyed by many visitors to the area. In the future, some of the stops along this route could also be visited by hikers and bicyclists passing through our communities.

The Umatilla River Trails Project, upon completion, could serve as an extension or gateway to the Blue Mountain Century Scenic Bikeway in nearby Morrow County. Oregon Scenic Bikeways are official state-designated routes selected and curated by experts, with printable maps, GPS and Signage. An interconnected trail system would provide an opportunity for hikers and bicyclists to come to our area for the day, experience our rural setting and support local shops and restaurants. In addition, visitors could experience other tourism draws such as the historic Oregon Trail or fishing on the Columbia River.

This project provides an opportunity to leverage tourism grants and work with organizations who specialize in destination development, such as Travel Oregon. Through these partnerships, Umatilla County can work to further enhance the tourism experience and create additional economic development opportunities for our businesses and industries.

# INTERPRETIVE OPPORTUNITIES

Interpretive information provides trail users with a unique experience, educating and providing them with knowledge about the environment surrounding them, its past and present inhabitants and culture. Interpretation also reveals beauty, wonder, inspiration and meaning to what the visitor is experiencing on the trail. The area in which the Umatilla River Trail will encompass is unique in its flora, fauna, history, and connections with Native American culture. There are many opportunities along the Umatilla River Trail for providing visitors with an interactive and engaging experience. Interpretation can be demonstrated through signs, kiosks, guided trail tours and self-guided walks with pamphlets.

## FLORA

A large variety of vegetation types can be found in Umatilla County. The most common vegetation types include shrub-steppe and riparian (streams).

Shrub-steppe vegetation are plants that have adapted to the Columbia Plateau's dry and seasonally hot climate. Shrub-steppe plant types are typically brushes; however, some grasses, flowering plants and cacti have adapted to thrive in similar conditions. Common shrub-steppe varieties found in the area of the Umatilla River Trail include: yellow rabbitbrush, sagebrush, blue-bunch wheatgrass, wild lemon-weed and Palouse knotweed.

Riparian ecosystems exist adjacent to lake and river shores; their zones are directly influenced by water. The soils and vegetation that are found in riparian zones are distinct from other vegetation that are commonly found in the Columbia Plateau. Most plants in riparian zones are adapted to intake excess water, or require excess to thrive. Riparian vegetation found near the Umatilla River Trail include: narrow-leaf willow, green-leaf willow, dusky willow, purple-stemmed monkey flower (an uncommon plant), cottonwoods, cattails and rushes.



Annual Sunflower near Echo  
Source: Tammie Williams, Stakeholder



Typical Shrub-steppe vegetation  
Source: [https://www.dfw.state.or.us/wildlife/management\\_plans/wildlife\\_areas/docs/columbia\\_basin.pdf](https://www.dfw.state.or.us/wildlife/management_plans/wildlife_areas/docs/columbia_basin.pdf)



Ring-necked pheasant

Source: <https://myodfw.com/wildlife-viewing/species/pheasants-grouse-quail-and-turkey>



Salmon

Source: <https://myodfw.com/fishing/species>

## FAUNA

Umatilla County is home to 26 amphibian and reptilian species, 259 bird species and 89 mammal species. Each species requires a unique habitat, these are visually apparent across the area. Habitats are provided due to the unique climate of the area, the Umatilla and Columbia Rivers and the many flora that are present.

Due to farming practices and development, there has been loss of wetlands and habitats. The Umatilla National Wildlife Refuge and the Power City Wildlife Area (managed by Oregon Department of Fish and Wildlife) provide for a replacement of some habitats. These areas provide consumptive and non-consumptive recreational opportunities, in addition to protecting natural wildlife.

Along the proposed Umatilla River Trail, there are many opportunities for recreationally enjoying wildlife. The trail follows Umatilla River, which provides trail users the chance to bird watch, fish, and spot small non-game mammals. Birds that frequent the area include Canadian Honkers, Mallards, Doves, Ring-Neck Pheasant, California Valley Quail and more. Native birds include magpies, robins and blackbirds. Native fish to the Umatilla River are salmon, steelhead and rainbow trout.

Mammals that could be spotted from the Umatilla River Trail are: rabbits, ground squirrels, badgers, porcupines, and mule deer. Farm animals in the area include, but are not limited to, cattle, goats, sheep and horses.

3. *Umatilla County Comprehensive Plan Technical Report, 1980. Pg. D-7.*

4. *Scenic and Historic Sites Along Umatilla River Road Technical Report, Deborah Peterson for Thomas Munck and Dennis Olson. 1988. Pg. 5.*

5. *Scenic and Historic Sites Along Umatilla River Road Technical Report, Deborah Peterson for Thomas Munck and Dennis Olson. 1988. Pg. 5.*

## HISTORICAL OPPORTUNITIES

The City of Umatilla has historically been a trade and distribution hub due to the Port of Umatilla, where the Umatilla River feeds into the Columbia River. Artifacts and a protected ancient burial ground have been found along the river in this area. The Umatilla River Trail begins about one half mile from the port.

A large portion of the Umatilla River Trail follows Umatilla River Road. Along Umatilla River Road, about three miles south of Umatilla, is the Three Mile Falls Diversion Dam, which diverts water to the West Division through the West Extension Main Canal. The dam was completed in 1915 and has a fish ladder, viewing window, fish trap and holding pond.

Stanfield and Echo Meadows are both historical for not only the Oregon Trail, but also for early settlers to their respective towns. The meadows' proximity to the Umatilla River and prime soils aided in creating prosperous family farms that still exist today.

The City of Echo has 32 Historical Structures inside of the city limits, and 11 Historical Structures within its vicinity that are registered in the 1986 Historic Resource Inventory for Umatilla County. Noteworthy structures include: Teel School Building built circa 1870, Ripper General Store/Echo Café built 1904, Echo Bank, Echo City Hall and Henrietta Mills (Echo Flour Mill) built in 1886 and rebuilt after fire in 1889. The mill was dismantled in 1965, however, the concrete storage building remains. Many of the listed historical structures are ranch homes. The Fort Henrietta Historical Site is less than half a mile from the Umatilla River Trail, located west of the Umatilla River from Echo's Main Street.

6. *Oregon Trail Comprehensive Management and Use Plan, 1981.*

7. *United States Bureau of Reclamation*

8. *City of Echo, Echo's Cultural Inventory pg. 14.*

## OREGON TRAIL OPPORTUNITIES

Echo Meadows once contained a nine-mile segment of the Oregon Trail. Over time, irrigation and cultivation of crops destroyed most of the wagon wheel ruts in the segment. In 1981, there were three-miles of the segment remaining, with two of the miles located on private land. Bureau of Land Management still owns the remaining one mile of the Echo West Oregon Trail Segment, with public access available. The Bureau of Land Management has provided a path with signage to the wheel ruts. This path is located about four miles south from the Umatilla River Trail on Stanfield Meadows Road and five miles west of downtown Echo. While many of the wagon ruts may be gone, the City of Echo and its surrounding rural areas continue to hold value to the Oregon Trail Era.



## CULTURAL OPPORTUNITIES

The Columbia and Umatilla Rivers have served as a significant food source and transportation route since Native American tribes first inhabited the land thousands of years ago. Umatilla, Cayuse, and Walla Walla tribes historically used a network of trails that connected winter villages and summer resource areas where food was gathered.

The earliest Native Americans, before contact with Euro-Americans, were nomadic people, moving in small groups along the river valley where food and other resources were readily available. Artifacts show that the early Native Americans relied on stone tools attached to spears or atlatls to hunt game. Years later the culture began to preserve foods such as salmon, deer, and roots that would be stored for use during the winter months. The culture again changed in the 1700s with the introduction of the horse and began to live in a manner similar to the Native Americans that Lewis and Clark visited along the river in 1805 and 1806. Life at that time centered around small to large villages of pithouses, which were occupied primarily during the winter months.

At the time of Euro-American contact, villages were scattered along the main rivers of the Pacific Northwest, including the confluence of the Umatilla and Columbia. During the spring months many of the native people moved away from the villages in small groups to hunt and collect the early plants such as balsamroot and bitterroot. As spring advanced, fishing for salmon and other fish began. Berry collection and hunting were primary activities in the summer and fall months, and by early winter the native people returned to their villages. The rivers served as popular locations for feasts and social gatherings throughout the year.

Cultural resources are still located along rivers today and the proposed trail should be thoughtfully designed in order to prevent negative impacts to important cultural resources. Many techniques exist to minimize impacts on resources while providing for public access and enjoyment. For example, trail development which avoids sensitive areas and chooses locations that can support trail activities and/or have already been disturbed can help protect these resources. Trail design may use elevated boardwalks to allow people to travel over sensitive areas with minimal impact. Trail managers will work closely with cultural resource experts from the Confederated Tribes of the Umatilla Indian Reservation to ensure protection of important resources but also integrate interpretive displays that celebrate Native American landmarks and cultural history.



Native American Artifact - Projectile Point  
Source: Carey Miller, Tribal Historic Preservation Officer/  
Senior Archaeologist - CTUIR



Wagon Axle  
Source: Carey Miller, Tribal Historic Preservation Officer/  
Senior Archaeologist - CTUIR

## INTERPRETIVE SIGNAGE

When creating interpretive signs, illustrations and color should be used to not only capture attention but to make information enjoyable. Excellent trail signs have clear stories, without providing too much information that may be overwhelming. For example, purple-stemmed monkey flowers are a rare and unique flora that can be found along Umatilla River Trail. Providing more information on why the plant thrives in the area and not elsewhere, and encouraging visitors to keep an eye out for the plant would make an interesting trail panel.



Oregon Trail Signage  
Source: Diane Berry, Echo Resident



Historic Grainary in Umatilla County  
Source: Carey Miller, Tribal Historic Preservation Officer/Senior Archaeologist - CTUIR



Native American Artifact - Pecked Girdled Cobble  
Source: Carey Miller, Tribal Historic Preservation Officer/Senior Archaeologist - CTUIR



The signs pictured to the left serve many purposes. The post provides trail information, with distances to trailheads, sites and so on. It also provides guidelines for the trail such as: keep dogs on leash, use trail at own risk, and no littering. The panel adjacent to it provides cultural information about the trail with graphics and illustrations.



The Arlie Moore Interpretive Trail provides another great example of signage. The large map provides an overview of the Arlie Moore Interpretive Trail, with other nearby trails and points of interest. It also has a roof to provide protection from rain. The booklet stand provides informational booklets for visitors. This could be an added maintenance cost for the Umatilla River Trail, but would allow self-guided tours. Donation boxes could also be placed here.



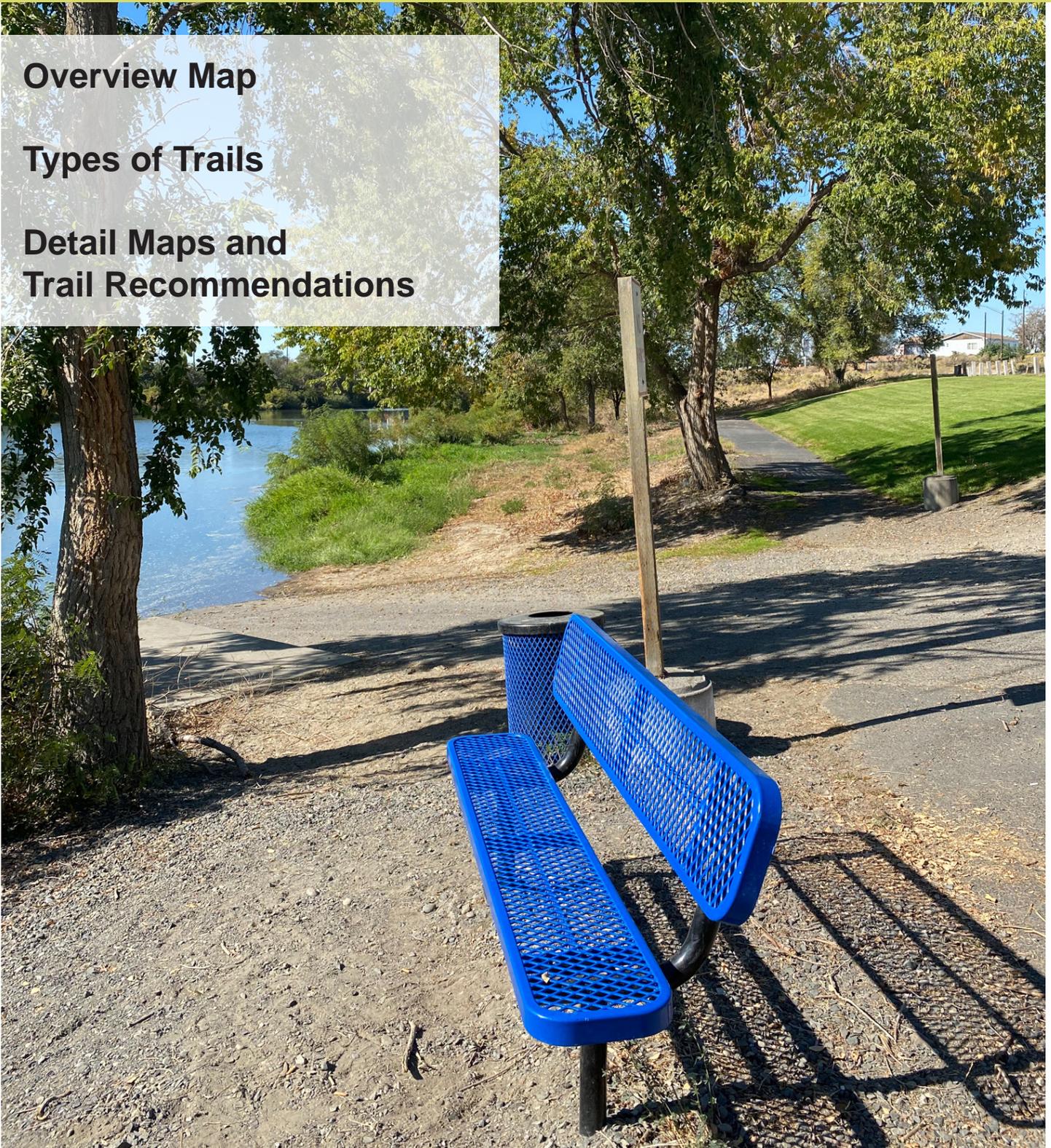
Small signs along the trail's path inform visitors of what flora and fauna to look out for in the area, creating an interactive experience. Children and adults will learn more about the nature that they are exploring. These two examples below are simple, yet have the capability to be very informative.

# TRAIL ROUTE AND RECOMMENDATIONS

**Overview Map**

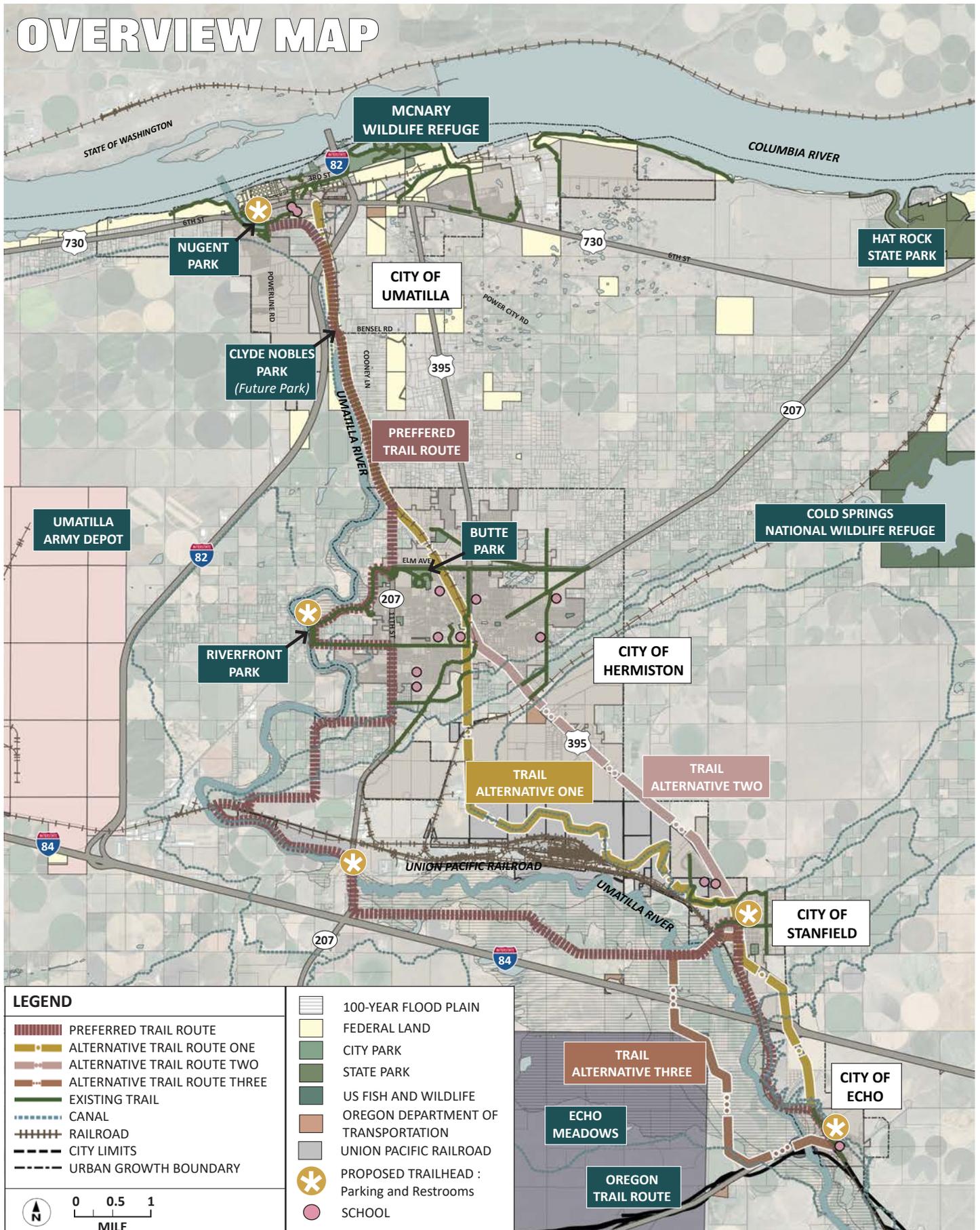
**Types of Trails**

**Detail Maps and Trail Recommendations**



**The Umatilla River as seen from Nugent Park Trail (City of Umatilla).**

# OVERVIEW MAP



# TYPES OF TRAILS

Four potential routes for the Umatilla River Trail were identified by the steering committee and project partners. Each route was determined based on factors that included connecting existing trail infrastructure and community amenities, proximity to the Umatilla River and availability of publicly owned land. Through the public workshop series hosted in the fall of 2019, one route was identified by the community as being the most Preferred Route, which is marked on the following maps.



## PREFERRED ROUTE

The Preferred Route would start at a dedicated trailhead at Nugent Park in the city of Umatilla to the north. It will continue south on publicly owned lands and right-of-ways until it reaches the Umatilla River at Clyde Nobles Park, where it is envisioned to continue to follow the river to the south until it gets to 11th Street and the northern end of the city of Hermiston city limits. Using 11th Street, the Umatilla River Trail will eventually connect into the Oxbow Trail Extension to the Riverfront Park in Hermiston, where a trailhead is located. It will continue to follow the existing Oxbow Extension Trail south until it intersects with 11th Street again at the southern end Hermiston's city limits. At this intersection, it will continue south along 11th Street until it intersects with Minnehaha Road. The trail will then follow Minnehaha Road to the west for several miles, eventually connecting to Feedville Road. Heading west on Feedville Road, the trail will meet back up with the Umatilla River and follow it for a bit, crossing the Union Pacific Railroad, it eventually intersects with Highway 207. There is a parcel of land owned by the Oregon Department of Transportation at this intersection that will house a trailhead. From here, the trail continues south along Highway 207 until it reaches Stanfield Meadow Road, where it heads east into the city of Stanfield. Here a pedestrian bridge will be needed to cross the Umatilla River. From Stanfield city limits, the Umatilla River Trail will connect into Stanfield's existing trail network and Bard Park where a trailhead will be located. Heading south again, the Umatilla River Trail is planned to follow 395 a bit until it reaches Charlotte Rauch Park, where it begins to follow publicly owned land in between the Union Pacific Railroad and Feed Canal. Eventually it connects into the city of Echo's existing trail system along Highway 395, ending at Echo High School.

## ALTERNATIVE ROUTES

Several alternative trail routes were identified and considered during the planning and public outreach process. These routes are included to give alternative options in case the preferred route can not be developed for while.



### *Alternative One*

Alternative One would follow the Union Pacific Railroad, and be in their right-of-way. Buffered screening, and safety measures would also need to be considered to safely have a rail with trail. This option also includes using the canal right-of-way, to connect the city of Hermiston with the city of Stanfield, and eventually to the city of Echo. This was a popular option among the public due to its ability to intersect the city of Hermiston, and the potential for a good wildlife and nature viewing along the canal.



### *Alternative Two*

Alternative Two would follow Highway 395 from the city of Hermiston to the city of Stanfield. This option was the least popular among the public due to safety and aesthetic concerns about the trail being located along a busy highway. This route was considered because it is the shortest distance, and most direct route.



### *Alternative Three*

Alternative Three is an option to connect the City of Stanfield with the City of Echo. It follows an existing country road, and has the opportunity to connect to Echo Meadows. The public also noted that this route was the least direct to get from Stanfield to Echo.



# DETAIL ONE

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 1 City of Umatilla Nugent Park Trailhead**

Nugent Park serves as an ideal location for the City of Umatilla trailhead. The park has adequate parking and easy access to the Umatilla River. It is also located in close proximity to Umatilla's schools, residential neighborhoods and the downtown core. An existing paved trail extends south from Nugent Park to a city owned pedestrian bridge. However, repairs are needed after the trail experienced significant damage during the 2019 and 2020 flood events.
- 2 Umatilla Pedestrian Bridge**

Prior to flood events in 2019 and 2020, a pedestrian footbridge connected Nugent Park with Umatilla's "south hill" neighborhood. The City of Umatilla is in the process of seeking grant funding to assist with replacement of the structure.
- 3 USACE Land**

Approximately 22 acres of public land managed by the United States Army Corps of Engineers (USACE) is located along this section of the Umatilla River. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work with the city and county, in coordination with USACE staff, for proper planning and design.
- 4 Nobles Property (private land)**

Land in this area is privately-owned by local community member, Kelly Nobles. Mr. Nobles has been actively involved on the steering committee for this project as well as the development of other recreation facilities in the community. Mr. Nobles is supportive of using a portion of his property for a public trail. Project stakeholders, City of Umatilla, and county staff should work closely with Mr. Nobles to possibly establish a public recreation easement for a trail located on the property adjacent to the Umatilla River.
- 5 I-82 Crossing**

Interstate-82 (I-82) crosses the Umatilla River at this location. Stakeholders should coordinate the planning and design of the trail in this area with Oregon Department of Transportation, who manages the I-82 right-of-way.
- 6 Private Land (Recreation Easement Required)**

Land in this area is privately owned. Coordination with the underlying landowner in this area will be necessary.

# DETAIL ONE [CONTINUED]



# DETAIL ONE [CONTINUED]

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

#### **A** Downtown Umatilla (Highway 730 and River Road Intersection)

Alternative One begins at the intersection of State Highway 730 and River Road. Project stakeholders should work with the city and county, in coordination with ODOT staff, for proper planning and design of a trail system in this area. More analysis may be necessary to determine if the area is suitable for a trailhead.

#### **B** River Road / Union Pacific Railroad Right-of-Way

River Road is a 60 foot wide public right-of-way managed by the County. The road is immediately adjacent to an infrequently-utilized rail line operated by Union Pacific. A trail in this area, between the road and rail line would offer users with nice views of the Umatilla River. Since the trail would be located adjacent to a rail line, the right-of-way is unobstructed and slopes are gentle, meaning permitting and engineering may be simpler than locating the trail immediately adjacent to the river. Working with Umatilla County Public Works and Union Pacific, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

#### **C** Interstate-82 Crossing over River Road

Interstate-82 (I-82) crosses the River Road and the Union Pacific rail line at this location. Stakeholders should coordinate the planning and design of the trail in this area with Oregon Department of Transportation, who manages the I-82 right-of-way.

# DETAIL TWO



# DETAIL TWO

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 6 Private Land (Recreation Easement Required)**

Land in this area is privately owned. Coordination with the underlying landowner in this area will be necessary.
- 7 Nobles Park**

Land in this area is privately owned by the Nobles Family, who is currently in the process of establishing a small public park adjacent to the Umatilla River. The public park will provide river access for fishing and other recreation activities. Project stakeholders should work closely with the Nobles family to incorporate public trail infrastructure into the design of the park.
- 8 USBR Land**

Approximately 159 acres of public land managed by the United States Bureau of Reclamation (USBR) is located along this section of the Umatilla River. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work with the city and county, in coordination with USBR staff, for proper planning and design.
- 9 West Extension Diversion / Three Mile Falls Dam**

An irrigation diversion and dam is located at this point of the Umatilla River. The underlying property is public land managed by the USBR. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work with the city and county, in coordination with USBR staff, for proper planning and design.
- 10 Fish Hatchery**

Confederated Tribes of the Umatilla Indian Reservation (CTUIR) manages a fish hatchery at this point of the Umatilla River. Coordination with CTUIR Natural Resources Department will be necessary for trail planning at this location.

### ALTERNATIVE ROUTE ONE

- D River Road / Union Pacific Railroad Right-of-Way**

River Road is a 60 foot wide public right-of-way managed by the County. The road is immediately adjacent to an infrequently-utilized rail line operated by Union Pacific. A trail in this area, between the road and rail line would offer users with nice views of the Umatilla River. Since the trail would be located adjacent to a rail line, the right-of-way is unobstructed and slopes are gentle, meaning permitting and engineering may be simpler than locating the trail immediately adjacent to the river. Working with Umatilla County Public Works and Union Pacific, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).



# DETAIL THREE

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 11 Hermiston Wastewater Treatment Plant**

City of Hermiston owns approximately 23 acres and manages a wastewater treatment plant at this location. Coordination with City of Hermiston staff will be necessary for trail planning at this location.
- 12 NW 11th Street**

This area of NW 11th Street consists of a 66 foot wide public right-of-way providing a north/south connection between the city's wastewater treatment plant and Oxbow Trail. Coordination with City of Hermiston staff will be necessary for trail planning within the city street right-of-way.
- 13 Desert Disc Golf Course**

The Desert Disc Golf Course is located on approximately 19 acres owned by Hermiston Irrigation District and managed by the City of Hermiston. A large gravel parking lot provides access to the facility. An already developed paved trail (Oxbow Trail) encompasses the disc golf course.
- 14 Oxbow Trail**

The Oxbow Trail is an approximately 3.1 mile segment of existing, paved trail that is owned and managed by the City of Hermiston. The trail is located in close proximity to Good Shepherd Hospital and serves as a popular destination for walking and biking between the hospital and Riverfront Park.
- 15 Good Shepherd Hospital**

Several walking paths are located on the campus of Good Shepherd Hospital. These paths provide a link for public access to the Oxbow Trail located on the west side of NW 11th Street, as well as Hermiston Butte located east of the hospital campus.
- 16 Butte Park**

Butte Park is a 40 acre park located on Hermiston Butte. The park includes soccer fields, playground, picnic shelter, aquatic center and numerous hiking trails. The park is a very popular destination for Hermiston residents.

### ALTERNATIVE ROUTE ONE

- E Theater Sports Park**

Theatre Sports Park is a 13 acre park owned and managed by the City of Hermiston. The park includes a playground, restroom facility, parking, sports fields, and volleyball courts. The park is one block away from this proposed alternative route. Therefore, effort should be made to connect the park to the regional trail system.
- F Rocky Heights Elementary School**

Rocky Heights Elementary School is located on a 21 acre campus that includes numerous sports fields owned and managed by the City of Hermiston. The school is one block away from this proposed alternative route. Therefore, effort should be made to connect the school to the regional trail system. This would provide a safe, alternative transportation route for students walking to and from school.
- G North 1st Place and Elm Avenue Intersection**

Elm Avenue intersects with North 1st Place (Highway 207) at this location. More analysis is necessary to plan and design a safe pedestrian crossing. Project stakeholders should work with City of Hermiston and Oregon Department of Transportation for proper planning and design of the trail at this location.

# DETAIL FOUR



# DETAIL FOUR

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 13 Desert Disc Golf Course**

The Desert Disc Golf Course is located on approximately 19 acres owned by Hermiston Irrigation District and managed by the City of Hermiston. A large gravel parking lot provides access to the facility. An already developed paved trail (Oxbow Trail) encompasses the disc golf course.
- 14 Oxbow Trail**

The Oxbow Trail is an approximately 3.1 mile segment of existing, paved trail that is owned and managed by the City of Hermiston. The trail is located in close proximity to Good Shepherd Hospital and serves as a popular destination for walking and biking between the hospital and Riverfront Park.
- 15 Good Shepherd Hospital**

Several walking paths are located on the campus of Good Shepherd Hospital. These paths provide a link for public access to the Oxbow Trail located on the west side of NW 11th Street, as well as Hermiston Butte located east of the hospital campus.
- 16 Butte Park**

Butte Park is a 40 acre park located on Hermiston Butte. The park includes soccer fields, playground, picnic shelter, aquatic center and numerous hiking trails. The park is a very popular destination for Hermiston residents.
- 17 Riverfront Park (trailhead)**

Riverfront Park is a 16 acre park owned and managed by the City of Hermiston. The park includes a playground, restroom facility, parking, exercise stations, and an abundant lawn area with shade trees. The park also includes river access for fishing and a non-motorized boat launch. An existing, paved trail encompasses the park and also connects the Oxbow Trail to the Highland Avenue Urban Trail.
- 18 Highland Avenue Urban Trail**

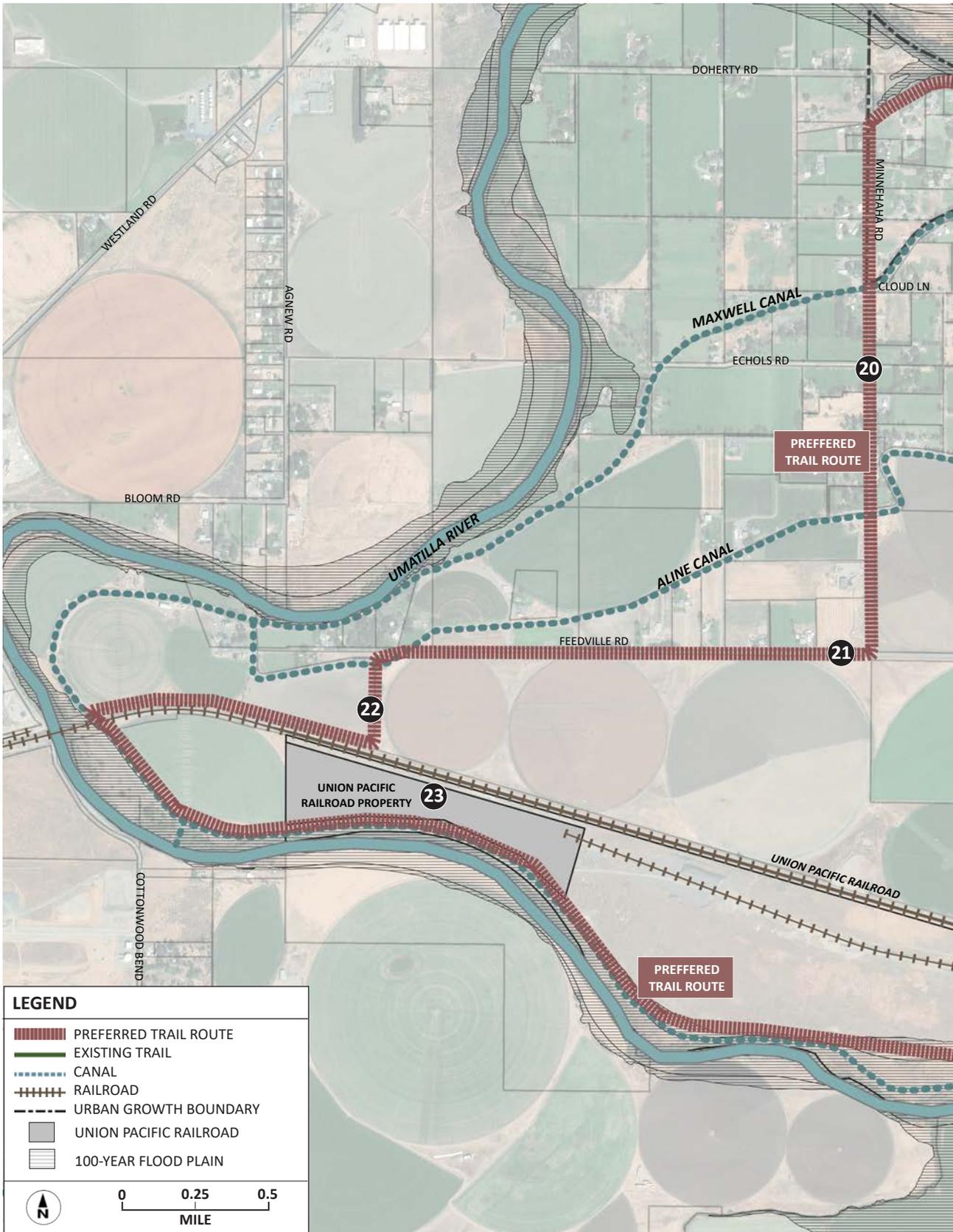
A 2.04 mile urban trail, partially consisting of a paved bike lane along Highland Avenue, links Riverfront Park to downtown Hermiston. The trail is located within the City of Hermiston and provides an important connection between residential neighborhoods, schools, and the downtown commercial district.
- 19 11th Street**

SW 11th Street (State Highway 207) consists of a 66 foot wide public right-of-way providing a north/south connection between Highland Avenue and Interstate-84. Project stakeholders should work with the city and county, in coordination with ODOT staff, for proper planning and design of a trail system.
- 20 Minnehaha Road**

Minnehaha Road is a partially paved, 66 foot wide public right-of-way, managed by Umatilla County. The pavement ends where Minnehaha curves from running east-west, and begins to run north-south. A trail in this area would provide users with views of the Umatilla River as well as farming activities. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

Project stakeholders should work with the county for proper planning and design of a trail system.

# DETAIL FIVE



# DETAIL FIVE

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

#### **20 Minnehaha Road**

Minnehaha Road is a partially paved, 66 foot wide public right-of-way, managed by Umatilla County. The pavement ends where Minnehaha curves from running east-west, and begins to run north-south. A trail in this area would provide users with views of the Umatilla River as well as farming activities. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

Project stakeholders should work with the county for proper planning and design of a trail system.

#### **21 Feedville Road**

The proposed trail route would run west along Feedville Road until it terminates at private property near the Umatilla River. Feedville Road is a partially paved, 66 foot wide public right-of-way, managed by Umatilla County. A trail in this area would provide users with views of the Umatilla River as well as farming activities. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

Project stakeholders should work with the county for proper planning and design of a trail system.

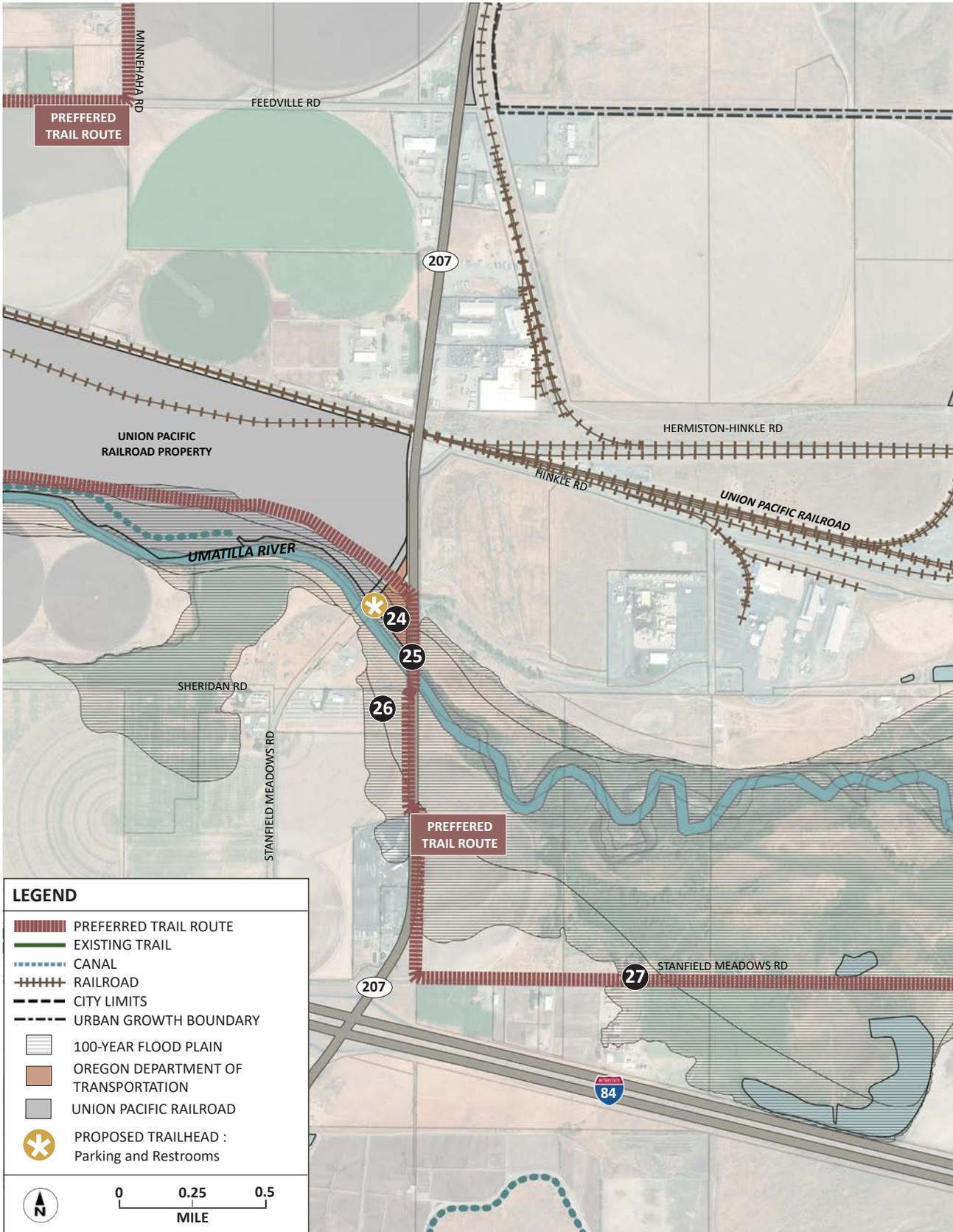
#### **22 Private Property, Railroad Crossing**

In order for the trail to cross the Union Pacific Railroad right-of-way, the proposed route would need to cross private property in this area. Coordination with the underlying landowner in this area will be necessary.

#### **23 Union Pacific Land Adjacent to Umatilla River**

Union Pacific owns approximately 225 acres of land on the north side of the Umatilla River. Project stakeholders should work with the city and county, in coordination with USBR staff, for proper planning and design of a trail system in this area.

# DETAIL SIX



# DETAIL SIX

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 24 Highway 207 ODOT Right-of-Way (trailhead)**

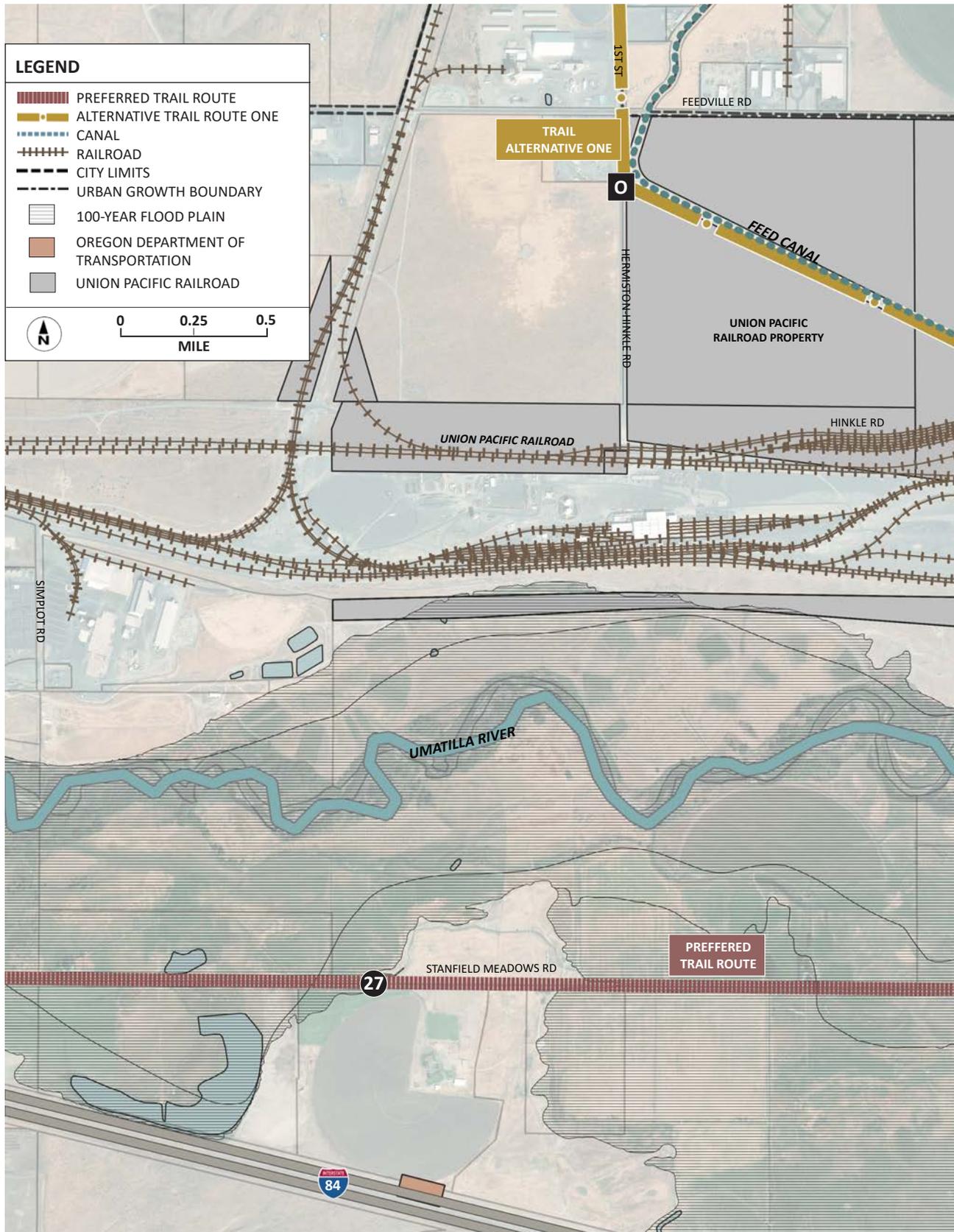
ODOT owns approximately 2.5 acres of land on the north side of the Umatilla River near Highway 207. The triangular piece of property would serve as an excellent location for a trailhead at the midway point of the trail system. The trailhead could easily be accessed by visitors looking to recreate on the trail system. Project stakeholders should work with ODOT for proper planning and design of a trailhead at this location.
- 25 Highway 207 Crossing over Umatilla River**

Highway 207 crosses the Umatilla River at this location. More analysis may be needed to determine if adequate room is available on the bridge to accommodate pedestrians. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.
- 26 Panelview RV Park**

Panelview RV Park is a new, privately-owned facility. The RV park is located on the west side of Highway 207. Locating a public trail near Panelview RV Park, as well as the Space Age Travel Center, would provide an excellent recreation amenity for the traveling public.
- 27 Stanfield Meadows Road**

Stanfield Meadows Road is a 40 foot wide public right-of-way managed by the County. The route is approximately 5 miles long and connects Highway 207 with the City of Stanfield. A trail in this area would provide users with pastoral views farming and ranching activities. Certain spots along the route are also popular destinations for bird watching. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

# DETAIL SEVEN



# DETAIL SEVEN

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 27 Stanfield Meadows Road**

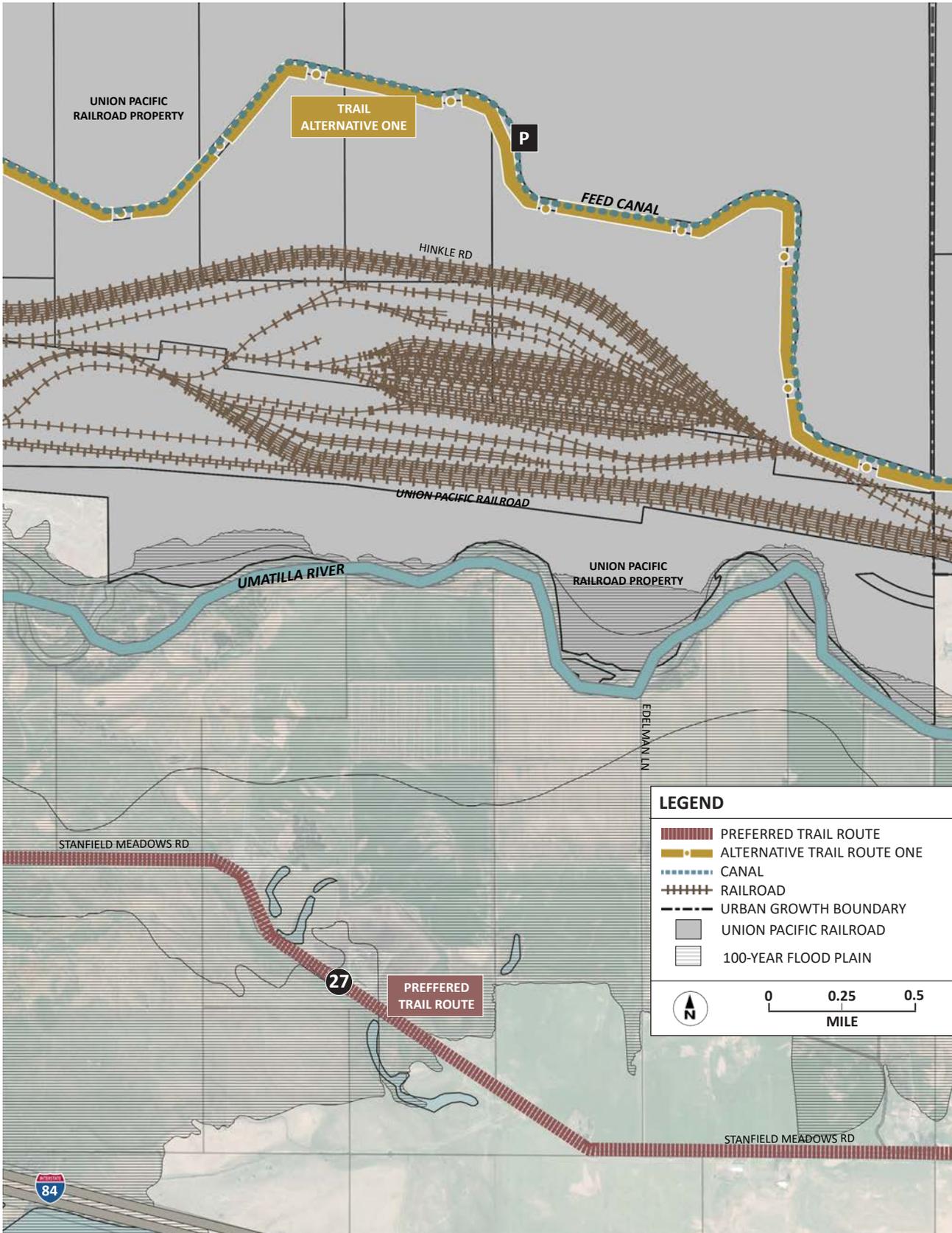
Stanfield Meadows Road is a 40 foot wide public right-of-way managed by the County. The route is approximately 5 miles long and connects Highway 207 with the City of Stanfield. A trail in this area would provide users with pastoral views farming and ranching activities. Certain spots along the route are also popular destinations for bird watching. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

### ALTERNATIVE ROUTE ONE

- 0 1st Street / Hermiston Hinkle Road**

South 1st Street / Hermiston Hinkle Road extends south from Hermiston to Feedville Road. The right-of-way is 66 feet wide and portions are managed by the City of Hermiston and Umatilla County respectively. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

# DETAIL EIGHT



# DETAIL EIGHT

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

#### **27 Stanfield Meadows Road**

Stanfield Meadows Road is a 40 foot wide public right-of-way managed by the County. The route is approximately 5 miles long and connects Highway 207 with the City of Stanfield. A trail in this area would provide users with pastoral views farming and ranching activities. Certain spots along the route are also popular destinations for bird watching. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

### ALTERNATIVE ROUTE ONE

#### **P Feed Canal**

The alternative trail route would follow the Feed Canal which meanders through open space just north of Hinkle and the Union Pacific railroad. The underlying property consists of some private land, as well as public land managed by the USBR and Hermiston Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with underlying landowners, USBR, and Hermiston Irrigation District staff, for proper planning and design of a trail along the irrigation canal.

# DETAIL NINE



# DETAIL NINE

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

- H Union Pacific Railroad into Downtown Hermiston**  
Theatre Sports Park is a 13 acre park owned and managed by the City of Hermiston. The park includes a playground, restroom facility, parking, sports fields, and volleyball courts. The park is one block away from this proposed alternative route. Therefore effort should be made to connect the park to the regional trail system.
- I Downtown Hermiston (Maxwell Market)**  
The Maxwell Market and Pavilion are located on privately owned property immediately adjacent to the Union Pacific rail line. The facilities host numerous public and private events throughout the year as well as an open-air farmers market during the summer months. The site serves as an excellent example of how to safely incorporate pedestrian infrastructure adjacent to an active rail line.
- J McKenzie Park**  
McKenzie Park is a 4 acre park owned and managed by the City of Hermiston. The park includes playground equipment, restroom facility, skate park and a gazebo. Adjacent to McKenzie Park is the Community ARC building, which is available for rent to host events. The park would be adjacent to the proposed trail alternative route. Therefore, effort should be made to connect the park to the regional trail system.
- K Hermiston High School Campus**  
Hermiston High School is located on a 50 acre campus that includes numerous sports fields and a football stadium. The campus would be adjacent to the proposed trail alternative route. Therefore, effort should be made to connect the school to the regional trail system. This would provide a safe, alternative transportation route for students walking to and from school.
- L Hodge Park**  
Hodge Park is a 2 acre park owned and managed by the City of Hermiston. The park includes playground equipment, restroom facility, and sand volleyball courts. A pedestrian path loops through the park. The park is one block away from this proposed alternative route. Therefore, effort should be made to connect the park to the regional trail system.
- M Maxwell Canal Pathway**  
The Maxwell canal meanders east to west near Hermiston's southern city limits boundary. The canal is managed by Hermiston Irrigation District. Locating a pedestrian path along the Maxwell Canal would provide connectivity for the residential neighborhoods to the larger regional trail system, and to nearby schools. Project stakeholders should work in coordination with Hermiston Irrigation District and City of Hermiston staff for proper planning and design of a trail along the irrigation canal.
- N Union Pacific Railroad**  
A Union Pacific rail line intersects with 1st Street at this location. More analysis may be needed to determine if adequate room is available to include a safe pedestrian crossing. Project stakeholders should work with the City of Hermiston and Union Pacific for proper planning and design of the trail at this location.

# DETAIL NINE [CONTINUED]



# DETAIL NINE [CONTINUED]

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE TWO

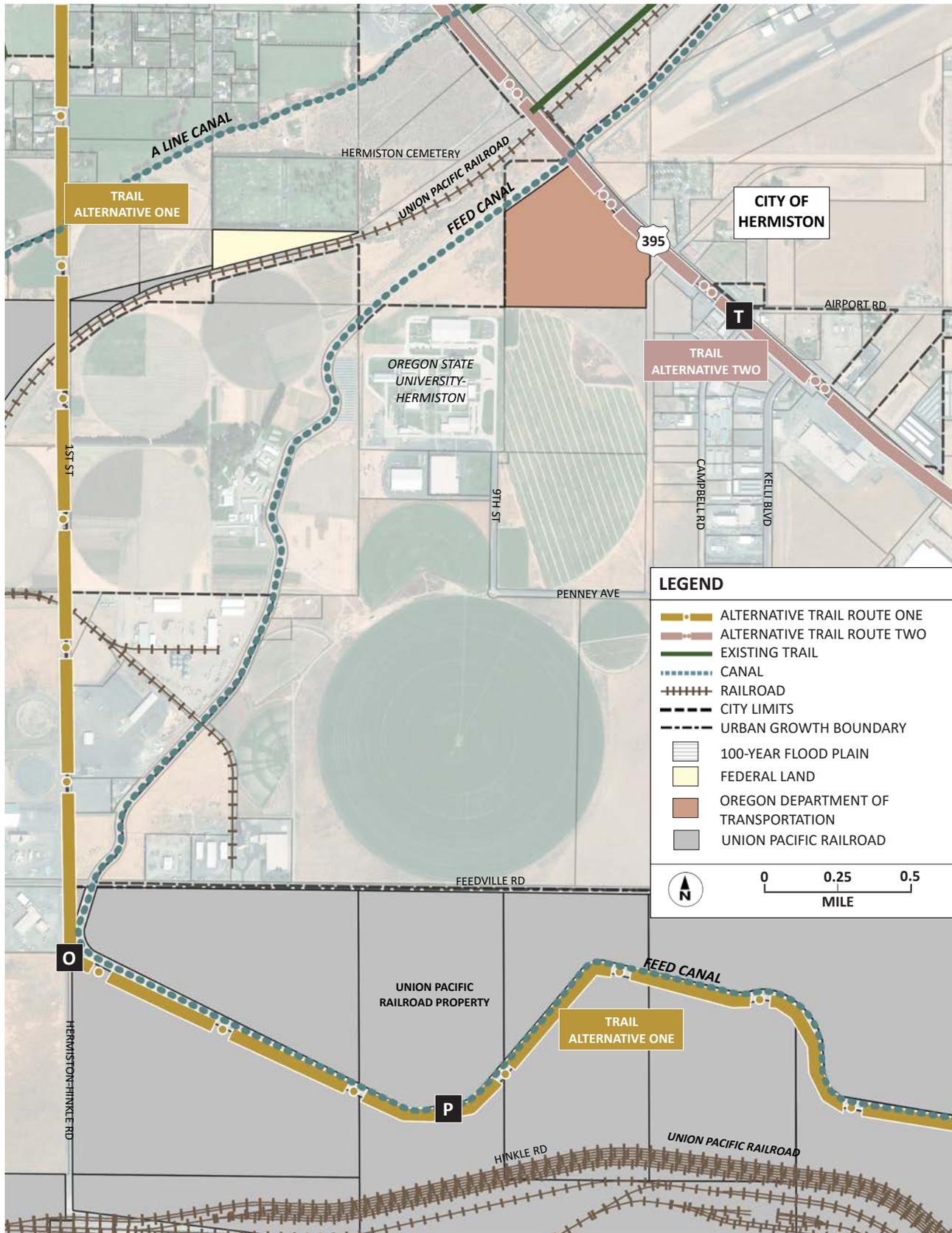
- R** **Downtown Hermiston**

The proposed trail will provide access to the downtown Hermiston commercial center. Existing sidewalks provide pedestrian access to important community amenities such as City Hall, public library, retail stores, and dining. The city has created Festival Street, which hosts outdoor concerts, local wine and beer festivals and during the winter, the City's Christmas Tree Lighting Ceremony.
- S** **Hermiston Community Center**

Hermiston Community Center is a popular gathering place for various community meetings and events. The facility also houses the city's Parks and Recreation Department administrative offices. The proposed trail will connect to civic facilities such as Hermiston Community Center.
- T** **Highway 395**

Highway 395 is a 100 foot wide public right-of-way managed by ODOT. More analysis may be needed to determine if adequate right-of-way to connect downtown Hermiston to Stanfield, located approximately 4 miles to the south. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.

# DETAIL TEN



# DETAIL TEN

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

- O** **1st Street / Hermiston Hinkle Road**

South 1st Street / Hermiston Hinkle Road extends south from Hermiston to Feedville Road. The right-of-way is 66 feet wide and portions are managed by the City of Hermiston and Umatilla County respectively. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).
- P** **Feed Canal**

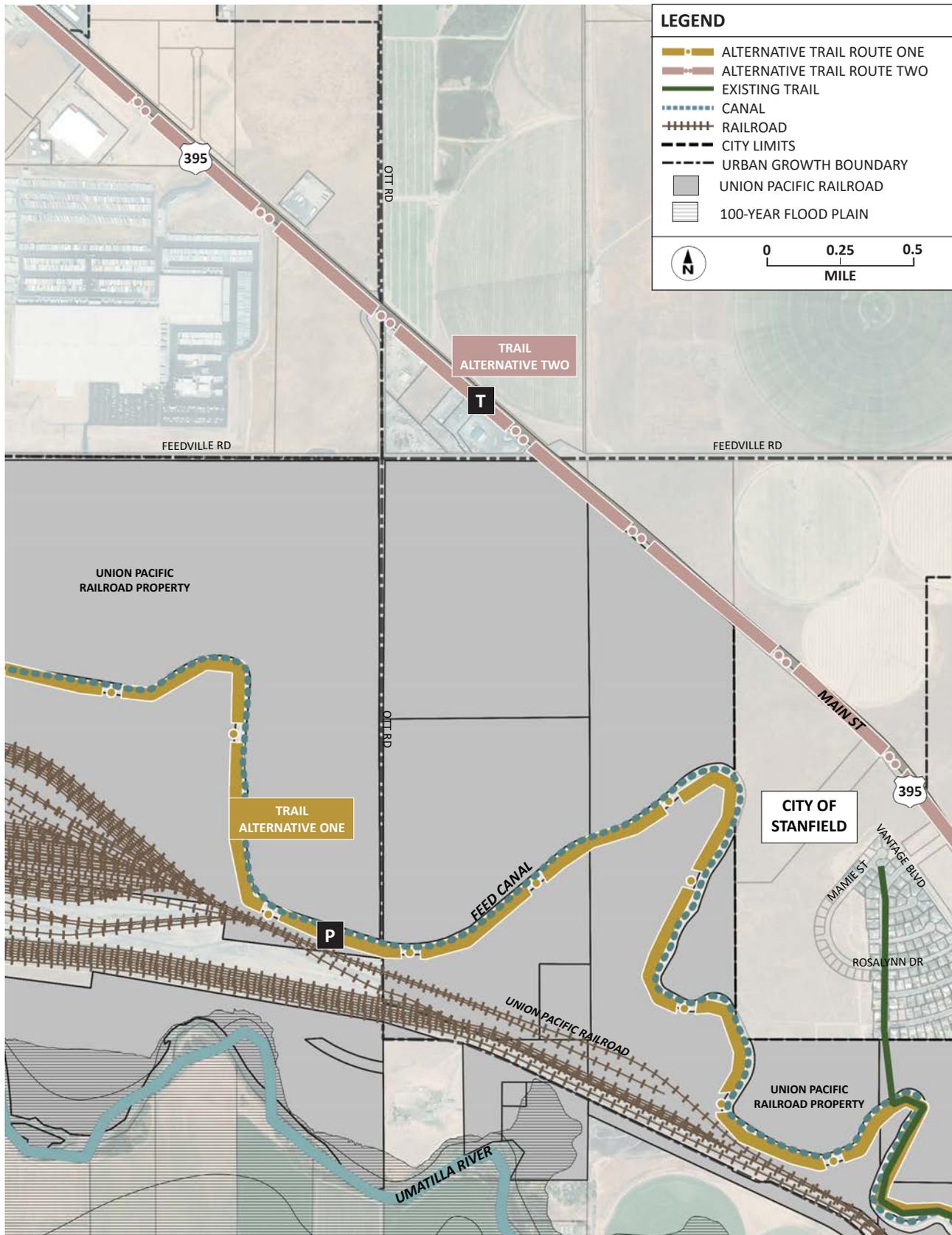
The alternative trail route would follow the Feed Canal which meanders through open space just north of Hinkle and the Union Pacific railroad. The underlying property consists of some private land, as well as public land managed by the USBR and Hermiston Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with underlying landowners, USBR, and Hermiston Irrigation District staff, for proper planning and design of a trail along the irrigation canal.

### ALTERNATIVE ROUTE TWO

- T** **Highway 395**

Highway 395 is a 100 foot wide public right-of-way managed by ODOT. More analysis may be needed to determine if adequate right-of-way to connect downtown Hermiston to Stanfield, located approximately 4 miles to the south. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.

# DETAIL ELEVEN



# DETAIL ELEVEN

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

#### **P** Feed Canal

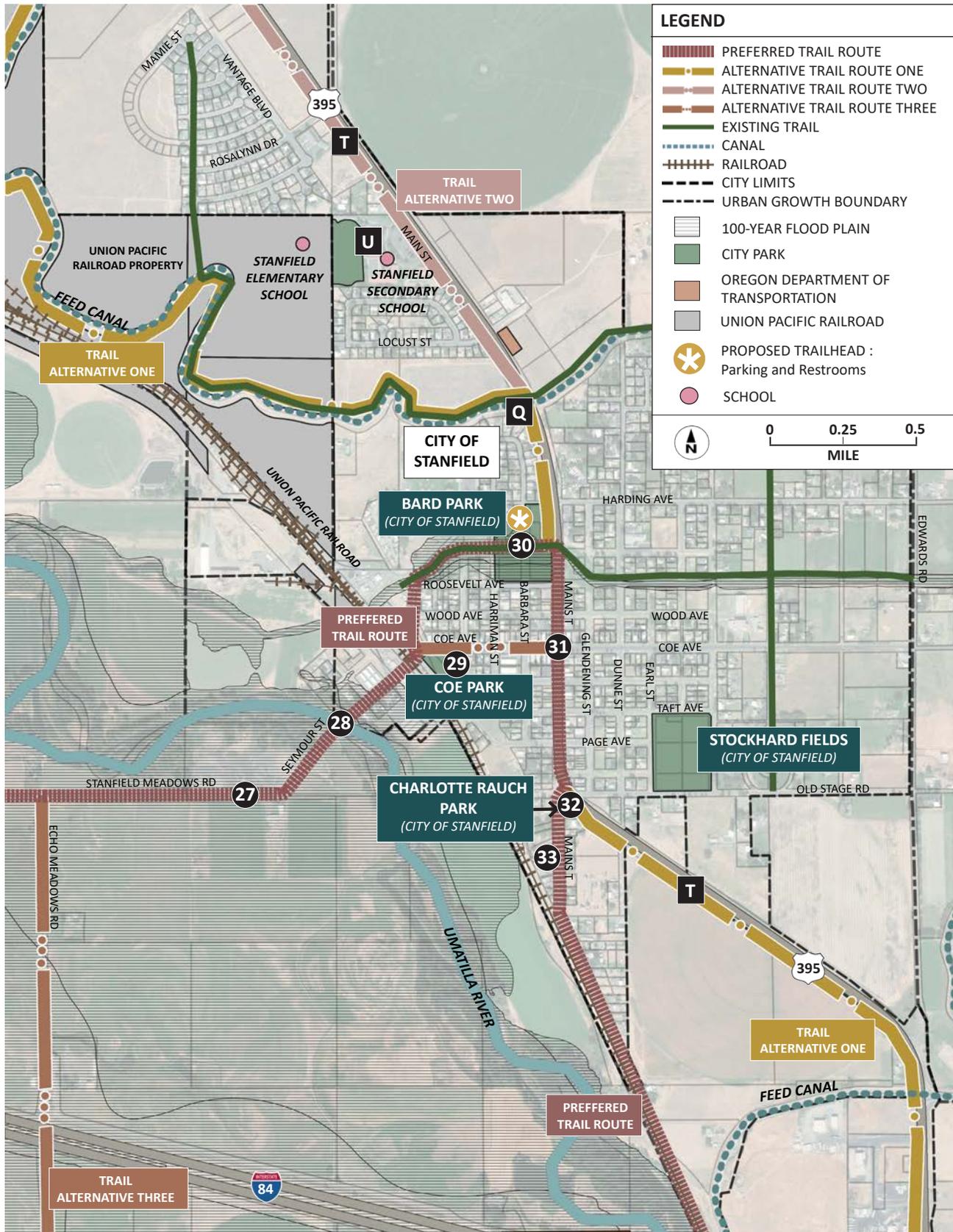
The alternative trail route would follow the Feed Canal which meanders through open space just north of Hinkle and the Union Pacific railroad. The underlying property consists of some private land, as well as public land managed by the USBR and Hermiston Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with underlying landowners, USBR, and Hermiston Irrigation District staff, for proper planning and design of a trail along the irrigation canal.

### ALTERNATIVE ROUTE TWO

#### **T** Highway 395

Highway 395 is a 100 foot wide public right-of-way managed by ODOT. More analysis may be needed to determine if adequate right-of-way to connect downtown Hermiston to Stanfield, located approximately 4 miles to the south. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.

# DETAIL TWELVE



# DETAIL TWELVE

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 27 Stanfield Meadows Road**

Stanfield Meadows Road is a 40 foot wide public right-of-way managed by the County. The route is approximately 5 miles long and connects Highway 207 with the City of Stanfield. A trail in this area would provide users with pastoral views farming and ranching activities. Certain spots along the route are also popular destinations for bird watching. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).
- 28 Seymour Street Bridge over Umatilla River**

Seymour Street Bridge serves as the west entryway to the community of Stanfield. More analysis is needed to determine if the bridge could accommodate pedestrians, or if a separate pedestrian bridge would be necessary in order to cross the Umatilla River.
- 29 Coe Park**

Coe Park is a 1.73 acre park owned and managed by the City of Stanfield. The park includes a playground, restroom facility, tennis courts, horseshoe pits, and an abundant lawn area with shade trees. An existing pathway along Coe Avenue connects to downtown Stanfield.
- 30 Bard Park (trailhead)**

Bard Park in downtown Stanfield serves as an ideal location for the City of Stanfield trailhead. The park is approximately 4.5 acres and includes ample parking, restrooms, sports courts and soccer field. A one mile linear trail runs along an irrigation canal and connects the east and west Stanfield neighborhoods that are bisected by Highway 395.
- 31 Downtown Stanfield**

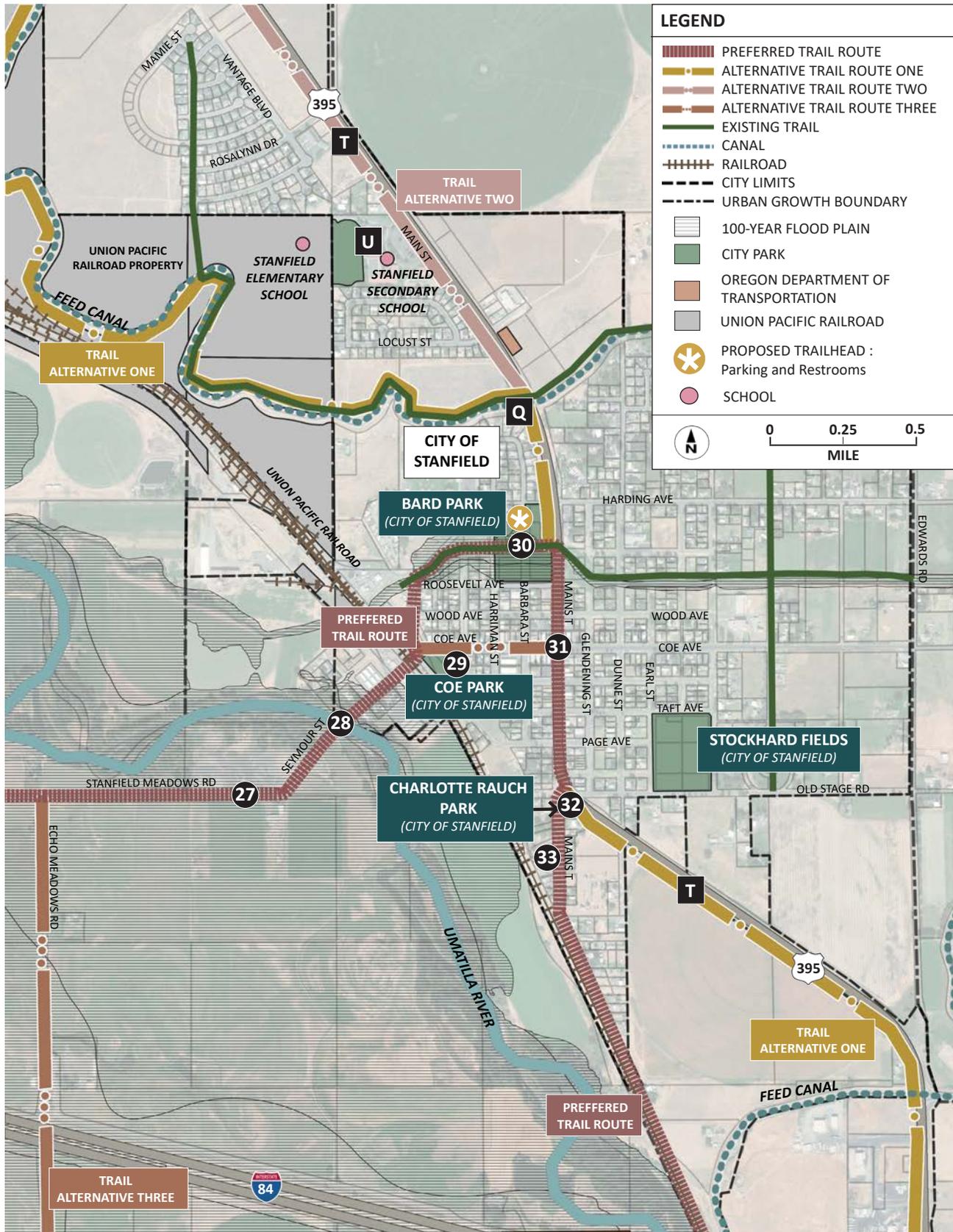
The proposed trail will provide access to the downtown Stanfield commercial center. Existing sidewalks provide pedestrian access to important community amenities such as City Hall, public library, retail stores, and dining.
- 32 Charlotte Rauch Park**

Charlotte Rauch Park is a small half-acre park located at the intersection of South Main Street and Highway 395. Project stakeholders should work with the city and county, in coordination with ODOT staff, for proper planning and design of a trail system in this area.
- 33 South Main Street**

South Main Street is a paved, 100 foot wide public right-of-way, managed by City of Stanfield. A trail in this area would provide users with views of the Umatilla River below and would provide pedestrian access south of Stanfield, away from the noise of Highway 395. Working with City of Stanfield, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

Project stakeholders should work with the city for proper planning and design of a trail system.

# DETAIL TWELVE [CONTINUED]



# DETAIL TWELVE [CONTINUED]

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

#### **Q** Feed Canal Above City of Stanfield

The proposed trail route along this portion of the Feed Canal provides sweeping views of the Umatilla River, Bard Park, and downtown Stanfield. The underlying property consists of some private land, as well as public land managed by the USBR and Hermiston Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with underlying landowners, USBR, and Hermiston Irrigation District staff, for proper planning and design of a trail along the irrigation canal.

### ALTERNATIVE ROUTE TWO

#### **T** Highway 395

Highway 395 is a 100 foot wide public right-of-way managed by ODOT. More analysis may be needed to determine if adequate right-of-way to connect downtown Hermiston to Stanfield, located approximately 4 miles to the south. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.

#### **U** Stanfield School

An existing paved pathway is located adjacent to Highway 395. It provides important pedestrian access from the Stanfield School District campus to downtown Stanfield and nearby residential neighborhoods.

# DETAIL THIRTEEN



# DETAIL THIRTEEN

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

- 34 Interstate-84 over Umatilla River**  
Interstate-84 crosses the Umatilla River at this location. More analysis may be needed to determine if adequate room is available under the interstate bridge to accommodate a trail. In addition, the Union Pacific rail line passes under the bridge. Project stakeholders should work with ODOT and Union Pacific for proper planning and design of the trail at this location.
- 35 Stanfield Drain**  
The Stanfield Drain crosses under Interstate-84 at this location. The underlying property is public land managed by the USBR and Stanfield Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with USBR and Stanfield Irrigation District staff, for proper planning and design of a trail along the irrigation canal.
- 36 City of Echo Wastewater Treatment Plant**  
The City of Echo owns and operates a wastewater treatment plant in this area. The plant is accessed via a canal access road located adjacent to the west side of the Stanfield Drain. Safety fencing may be necessary to prevent the public from accessing areas of the wastewater treatment plant. Project stakeholders should work in coordination with City of Echo for proper planning and design of a trail in this area.
- 37 Stanfield Drain above Echo**  
The proposed trail route along this portion of the Stanfield Drain provides sweeping views of Echo meadows and the community of Echo. The underlying property is public land managed by the USBR and Stanfield Irrigation District. Planning for a public trail in this area will require a Federal environmental permitting process. Project stakeholders should work in coordination with USBR and Stanfield Irrigation District staff, for proper planning and design of a trail along the irrigation canal.

### ALTERNATIVE ROUTE THREE

- V Echo Meadows**  
This proposed alternative route connects Stanfield and Echo Meadows. Echo Meadows Road crosses Interstate-84 at this location. More analysis is needed to determine if adequate room is available on the bridge to accommodate pedestrians, or if a separate pedestrian bridge might be necessary to cross the highway.

Echo Meadows Road is a 60 foot wide public right-of-way managed by the County. The route is approximately 3.5 miles long and intersects with Lexington Echo Highway (Hwy 320), just west of Echo. A trail in this area would provide users with pastoral views farming and ranching activities. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road).

Project stakeholders should work with ODOT and Umatilla County for proper planning and design of the trail along Echo Meadows Road and Highway 320.

# DETAIL FOURTEEN



# DETAIL FOURTEEN

## ROUTES AND RECOMMENDATIONS

### PREFERRED ROUTE

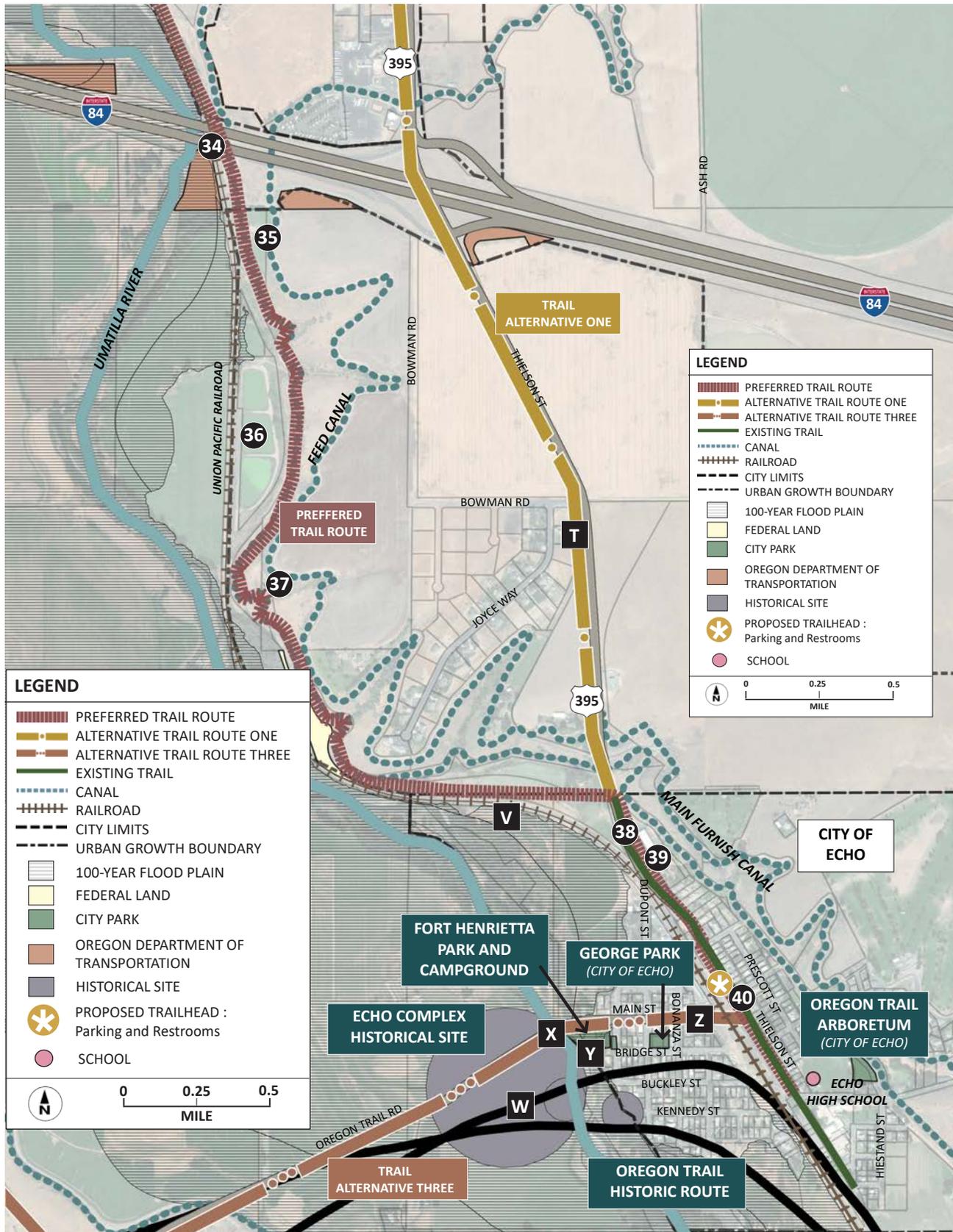
- 38 Thielson Street Into Echo**

The Stanfield Drain intersects with Thielson Street at this location. Approximately 220 feet of trail, and a road crossing will need to be planned and developed between this location and an already-improved segment of trail running north/south along Thielson Street in Echo. The existing trail surface is located along the shoulder of the roadway and a paved concrete curb provides some separation between pedestrians and vehicles.
- 39 Echo Ridge Cellars**

Echo Ridge Cellars is a local winery located adjacent to the existing Thielson Street trail. The winery tasting room is located inside a beautifully renovated grain elevator. The tasting room serves as a gateway into Echo and is a popular destination for tourism.
- 40 Downtown Echo Trailhead**

The intersection of Thielson Street and Main Street serves as an ideal location for the City of Echo trailhead. An open lot at the northeast corner of the intersection provides adequate space for vehicle parking and is a natural gateway to downtown Echo shopping, historical attractions, and nearby wine tasting.

# DETAIL FOURTEEN [CONTINUED]



# DETAIL FOURTEEN [CONTINUED]

## ROUTES AND RECOMMENDATIONS

### ALTERNATIVE ROUTE ONE

#### **T Highway 395**

Highway 395 is a 100 foot wide public right-of-way managed by ODOT. More analysis may be needed to determine if adequate right-of-way to connect downtown Hermiston to Stanfield, located approximately 4 miles to the south. Project stakeholders should work with ODOT for proper planning and design of the trail at this location.

### ALTERNATIVE ROUTE THREE

#### **V Echo Meadows**

This proposed alternative route connects Stanfield and Echo Meadows. Echo Meadows Road crosses Interstate-84 at this location. More analysis is needed to determine if adequate room is available on the bridge to accommodate pedestrians, or if a separate pedestrian bridge might be necessary to cross the highway.

Echo Meadows Road is a 60 foot wide public right-of-way managed by the County. The route is approximately 3.5 miles long and intersects with Lexington Echo Highway (Hwy 320), just west of Echo. A trail in this area would provide users with pastoral views farming and ranching activities. Working with Umatilla County Public Works, trail planning for this segment of the trail will need to determine the best type of trail infrastructure (i.e. a paved, separated pathway within the right-of-way, or an attached, paved lane along the shoulder of the road). Project stakeholders should work with ODOT and Umatilla County for proper planning and design of the trail along Echo Meadows Road and Highway 320.

#### **W Echo Meadows Historical Site**

Echo Meadows is rich in history as it was a location where emigrants on the Oregon Trail crossed the Umatilla River. The Umatilla Indian Agency was built near the crossing in 1851. The area also served as a trading post. Echo Meadows was one of the first agricultural sites in Umatilla County. Project stakeholders should consider incorporating interpretive displays along the trail that depict the history of the Echo Meadows area.

#### **X Umatilla River Bridge Crossing - Echo**

Highway 320 crosses the Umatilla River at this location. The bridge serves as a gateway into downtown Echo. More analysis may be needed to determine if adequate room is available on the bridge to accommodate pedestrians. Project stakeholders should work with the City and ODOT for proper planning and design of the trail at this location.

#### **Y Fort Henrietta Park and Campground**

Fort Henrietta Park is a National Historic Oregon Trail Site. Exhibits at the park include a covered wagon display, stockade replica, and interpretive signage. The park provides access to the Umatilla River and an RV Campground. Therefore, it is important that the park is included as part of the larger regional trail.

#### **Z Downtown Echo**

The proposed trail will provide access to the downtown Echo commercial center. Existing sidewalks with beautiful landscaping provide pedestrian access to important community amenities such as City Hall, public library, retail shops, wineries and dining.

# TRAIL DESIGN RECOMMENDATIONS

**Signage and Wayfinding**

**Trail Environments**

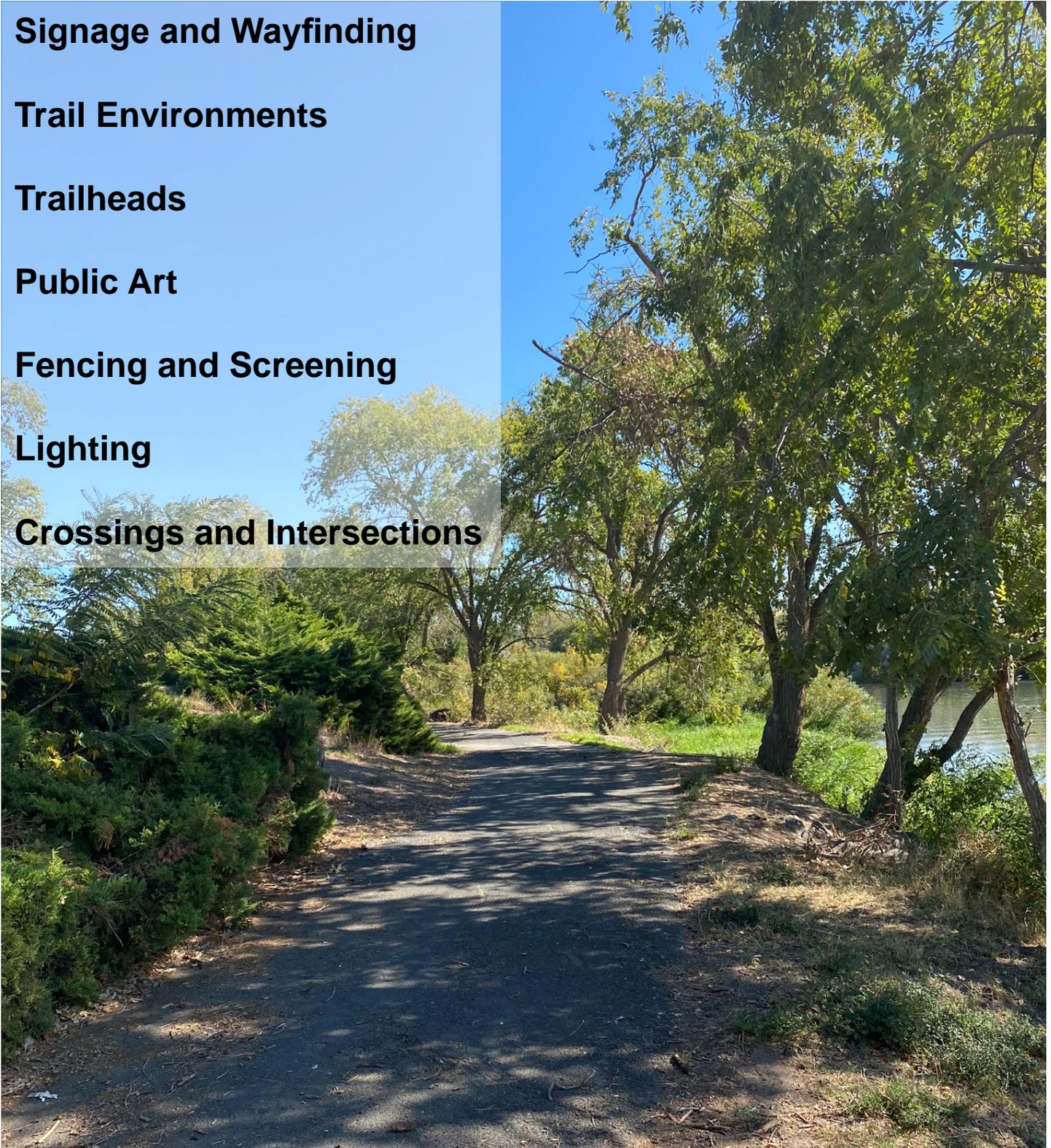
**Trailheads**

**Public Art**

**Fencing and Screening**

**Lighting**

**Crossings and Intersections**



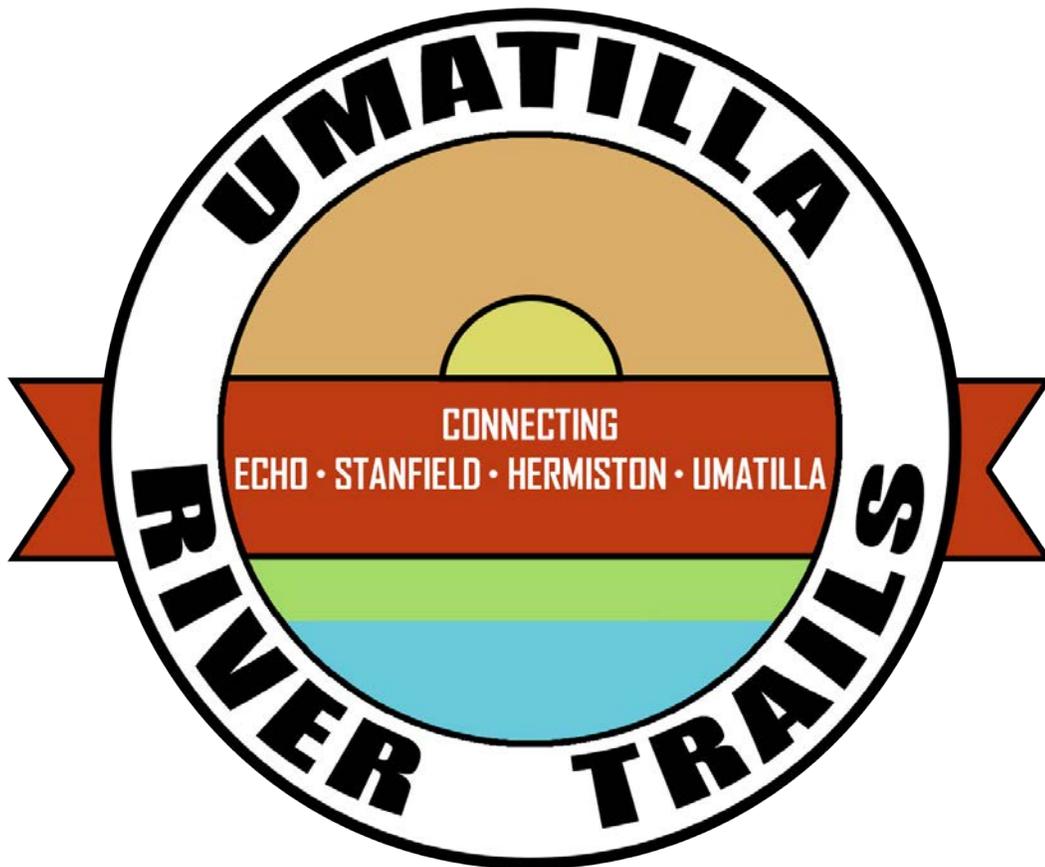
**The Umatilla River as seen from Riverfront Park Trail (City of Hermiston).**

# SIGNAGE AND WAYFINDING

Signage and wayfinding are important elements along a trail. They can help users identify trail routes and community connections, as well as provide direction to attractions, access points, and relevant amenities along the trail. As part of a well developed signage and wayfinding plan, different signs that cater to both pedestrians and cyclists should be included along the trail at appropriate places. Signs should be unified, and provide a distinct acknowledgment to the specific trail route it is informing users about. A cohesive and integrated signage and wayfinding plan enhances a trail experience, and allows the users to explore the community more in depth on, and off the trail.

## LOGO

The Umatilla River Trail logo was developed early-on in project planning by Mariela Caldera (student intern) to help with branding and wayfinding along the trail. As a unifying device, this logo will allow users to quickly identify the trail when using it, and to identify informational resources regarding the trail. The logo gives the trail an identity, and can be used as part of a cohesive and consistent signage plan. Additionally, partner logos could be added to the footer of signs, maps, and material relating to the trail, to show that this trail is a part of, and managed by a wider network of partners. It should be incorporated on all major signs such as trailhead signs, trail access signs, and directional signs.



# SIGN TYPES

## Trailhead Signs

Trailhead signs are located at all major trail access points-which are distinguished by features such as vehicle parking, restrooms, staging areas, or known major trail entrances. This sign-type incorporates a header with the trail name; an overall site map of the trail and amenities; and provides room for additional information as needed. It is recommended that any map should be installed near the trail entrance at center “eye-height” (60-inches).

## Trail Access

Trail Access signs should be located where the trail route meets street right-of-ways, and users can access the trail. These signs should include the name of the trail, and mode of transportation allowed (pedestrian, cyclist, equestrian, etc), as well as provide space for any additional information needed. These signs may include directional information, over all trail and locator maps, and mile markers.

## Milemarker Signs

Milemarker signs are recommended to be placed in intervals of 1 mile or ½ mile increments along the Umatilla River Trail. Starting at one end of the trail, mileage markers should continue the entire length of the trail, and correspond to other directional signs and maps. These signs should be placed off-trail around 24-inches in height, be consistent along the trail, and include a title with the trail name and or logo, and increment. These can also be installed with other signs as needed. If the mile marker sign is a stand-alone post, it should include relevant information and be installed at the height of an off-street pedestrian, as to not be a tripping hazard.

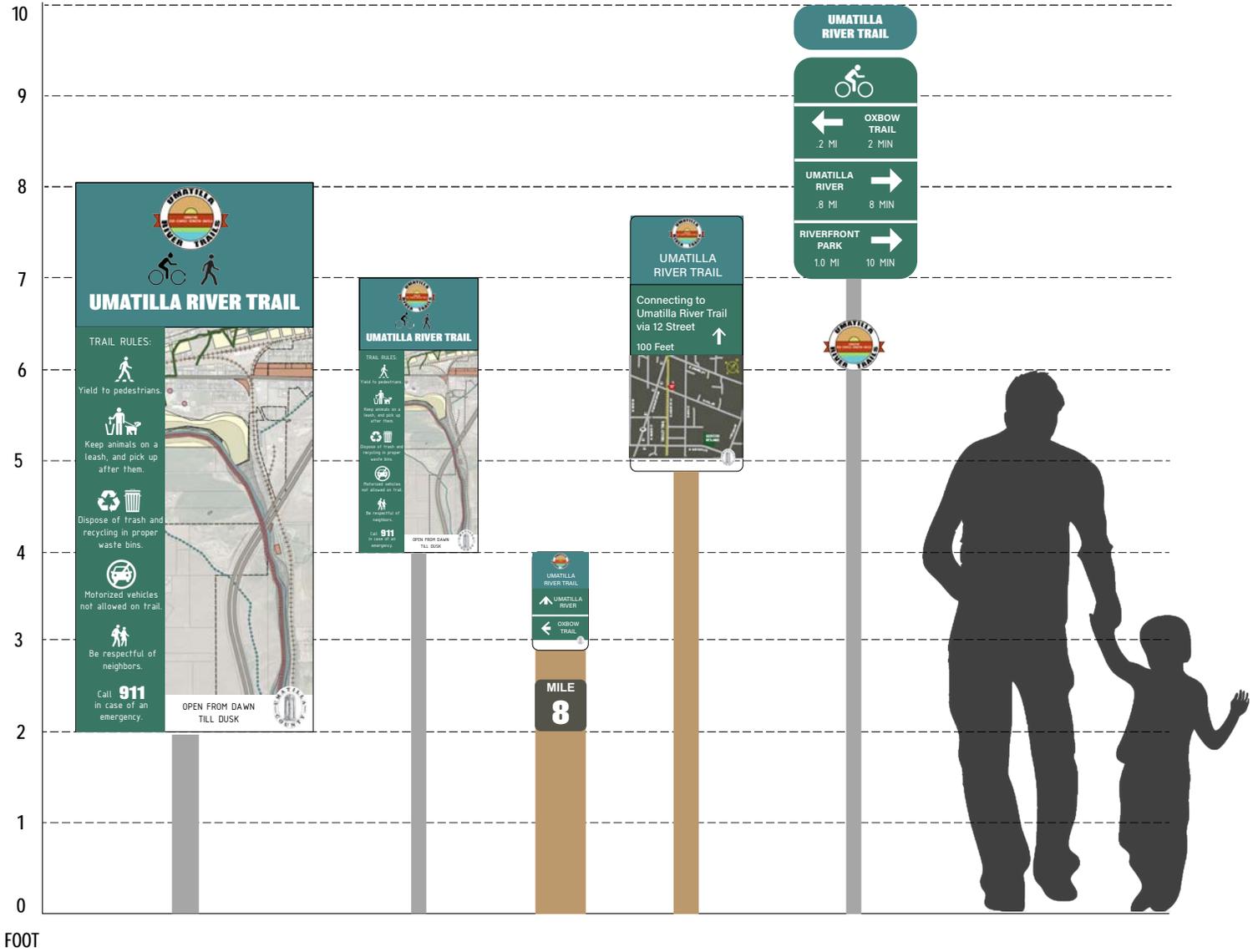
## Directional Signs

Directional signs are meant to guide users on and off the trail. These signs can help guide users along the trail route, as well as direct them to additional community connections, amenities, and attractions along the trail. Well designed directional signs should be explicit in intended direction by providing a title, directional arrow or other marker, and distance. These signs can be placed at trailheads, trail access points, along the trail route as needed, and throughout the community (off-trail) to help guide users.

## Bike Signs

This sign type is meant to easily identify information for bicyclists. These should be placed along the street right-of-way to direct cyclists to off-street routes and to trail access points. Information on these signs should include relevant trail names and logos, bike icon, directional arrows with title and distance makers, and be easily read by passing cyclists.

# SIGN TYPE EXAMPLES



**Trailhead**

**Trail Access**

**Mile Marker**

**Directional**

**Bike Sign**

# TRAIL ENVIRONMENTS

## URBAN

These trail routes are located within cities jurisdictional boundaries and are more developed than rural and county trail environments. Often these are along roadways, and are in public right-of-ways and can be subject to many intersections and crossroad points. Where the trail runs along vehicle road ways, a buffered separate-use lane is envisioned. Buffering elements can include increased native vegetation or the use of hardscape elements such as bollards and curbs as a barrier. Increased distance between vehicle traffic and the trail is highly encouraged where possible.

The Umatilla River Trail is envisioned to connect to many public spaces such as existing parks, neighborhoods, schools, and community resources, and will follow several existing urban trail networks. Directional and Bike signs should be incorporated along the urban portion of the trails, as they can help guide users to different community places, and provide direction at crossings and intersections. When crossings and intersections are encountered, safety measures can be incorporated such as by providing adequate warning through signage and materials, placing bollards and other removable barriers at crossings, increase signs and other identifiable markings, providing crosswalks, lighting, and in some cases flash-activated pedestrian lighting and bicyclist light signals.

## RURAL

Rural trail environments are imagined to be portions of the trail that are directly outside of urban boundaries. These trail routes begin to have more of a natural, rural characteristic. Trails in these environments are envisioned to follow right-of-ways, and incorporate ample space and buffering between the roadway and the trail. In some cases improvements may have to be made to increase pedestrian and cyclist safety such as curbs, and added buffers to further separate uses.

**Artist rendering of the Umatilla River Trail along the Union Pacific Railroad.**



Artist rendering of the Umatilla River Trail along a canal.



Artist rendering of the Umatilla River Trail along a canal.



# TRAILHEADS

There are five major access points along the Umatilla River Trail that are considered trailheads; one in each of the cities of Echo, Stanfield, Hermiston and Umatilla. Each jurisdictional city has identified one publicly owned parcel of land that is easily accessible, and can accommodate amenities such as restrooms and parking as the main trailhead entrance within their city limits. An additional trailhead is placed between the cities of Stanfield and Hermiston on Oregon Department of Transportation Land, and considered to be a secondary trailhead for users. Each major trailhead should be clearly marked, easily accessible, and include entrance and trailhead signage, parking, restrooms, trash and recycling containers, lighting, public art, and any other amenities deemed appropriate by the user groups and community. Due to the route of the Umatilla River Trail, several secondary trail access points will naturally occur at intersection points, and should include trail access, direction and/or bike signage.

Trailheads should be managed like small parks, and be open from dawn till dusk. Typically trailheads are easily visible from nearby roads for law enforcement and safety purposes. These locations should be regularly visited for trash removal, and routine maintenance.

**Artist rendering of a typical trailhead.**



# PUBLIC ART

Public art can be incorporated throughout the Umatilla River Trail trail in various ways, and is an excellent opportunity to provide an unique experience for the trail, while creating a sense of place. Well done artwork can inspire trail use, and offer pleasant, provocative and enriching experiences for different users. Incorporating public art can increase a community's aesthetics, beauty, cultural and historical vitality, and encourages positive community development and interactions- which potentially increases public awareness and safety. Local community artists should be employed to provide input and design elements along the trail. Ways in which local artists should be engaged include:

- Design entrances and gateways
- Create branding and design wayfinding and signage
- Design and create interpretive elements
- Design and create sculptures, public seating, and other amenities
- Design and create murals on buildings, trash cans, intersections, and other surfaces along the trail

# FENCING

Fencing will be desirable and sometimes required to provide safety when the trail is located adjacent to active rail lines or irrigation canals. During project design, fence materials and setbacks will need to be considered. For example, fencing along an active rail line is commonly made of durable, black, powder-coated steel - meeting specific safety setback requirements of the railroad company. Less expensive, chain link fencing may be appropriate along an irrigation canal to provide a safety buffer, yet still allow for canal maintenance and management activities. (Image of appropriate fencing #49)

# LIGHTING

Lighting provides both a safe setting for trail users and allows for the illumination of hazards and other obstacles along the trail. If done properly, it can also provide a nice aesthetic to the trail corridor. Lighting should be considering in the following situations:

- At Trailheads
- Approaches to bridges and intersections
- Changes in tread height, or tread surface, where a bike or foot might slip
- In the more commercial and urban sections of the trail

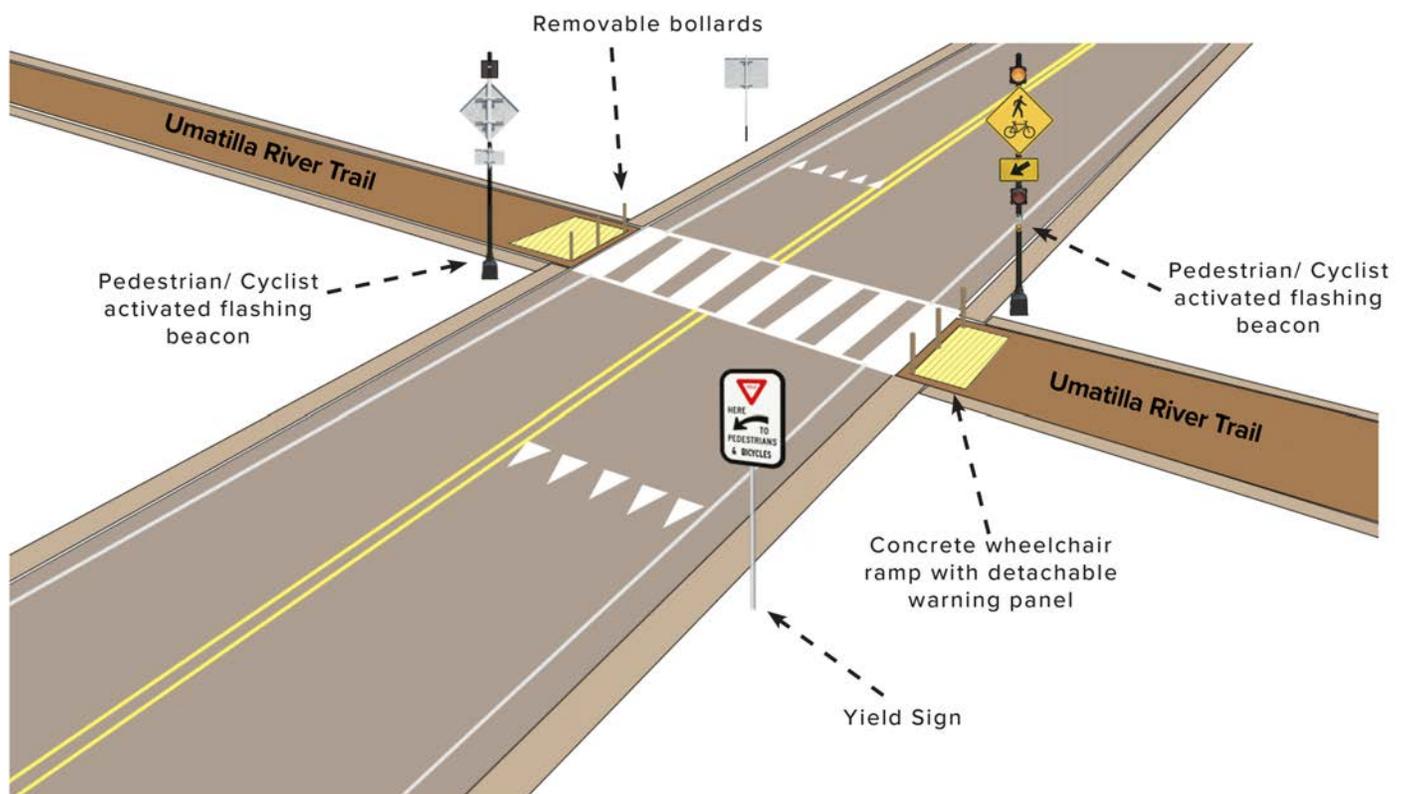
Illumination should be designed to support pedestrian and bicycle safety and security while minimizing glare and obtrusiveness to surrounding neighborhoods. A variety of lighting types may be used on the trail depending on the need and location. It is recommended that taller fixtures be used where the entire trail surface needs to be illuminated, and where ambient light is reduced to surrounding neighborhoods. Down lit, low elevation lighting should be used to illuminate the edges of the trail to help users distinguish a guided path, and help mark and locate areas such as stopping points, intersections, and amenities. These are recommended to be used wherever possible as they reduce the ambient light, and help protect dark night skies.

# ROAD CROSSINGS AND INTERSECTIONS

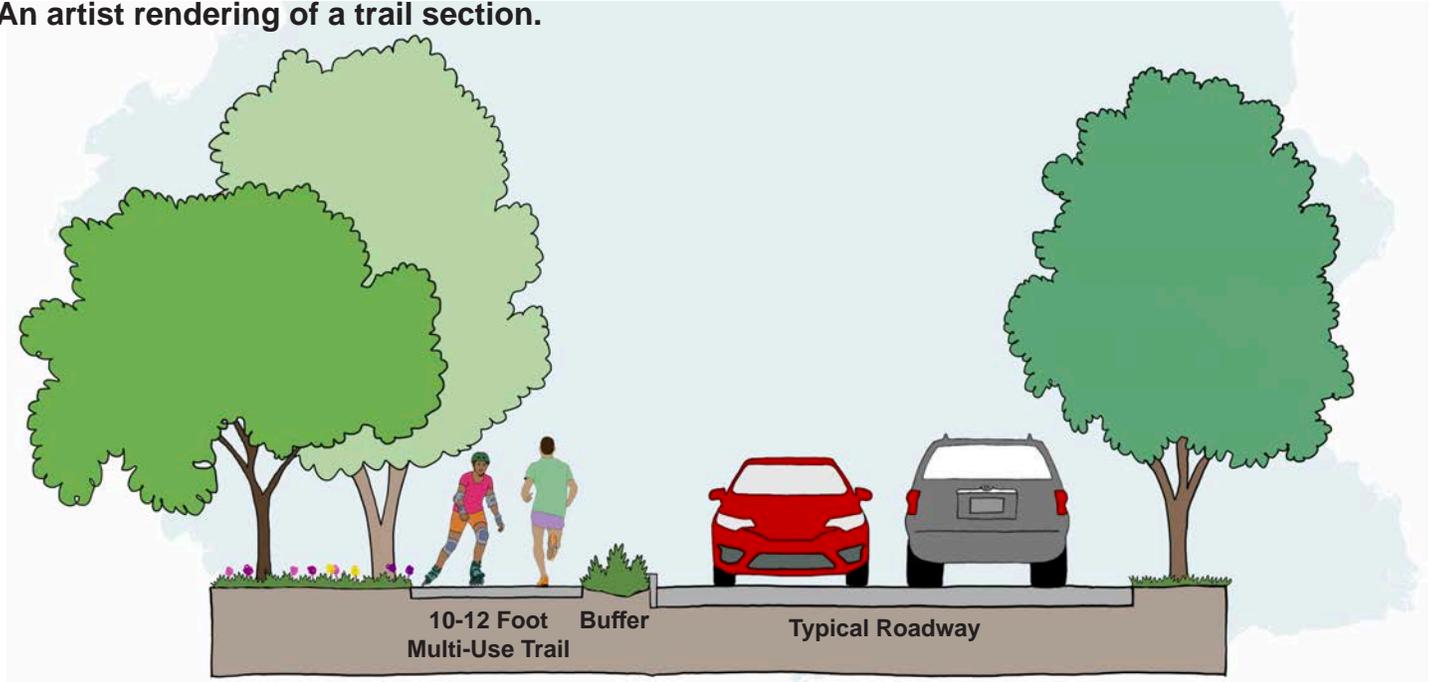
Road crossings and intersections are a critical design element to consider when constructing a safe and accessible trail. Safety should be considered from all standpoints, and include pedestrian, cyclist, vehicular, and equestrian interactions. Road crossings should be tailored for each intersection. A general diagram of typical road crossing is provided below to show different elements and where they should be located.

Where the trail comes to an intersection; removable bollards, crosswalks, stopping points, lighting and signage should be provided. A change in material before a crossing, as well as removable bollards can help can help signify that an intersection is coming up. Bollards can be removed in case of emergency access. Pedestrian and cyclist flashing lights should be incorporated as necessary, and vehicle stopping points and yield signs should be set back from the crossing. Intersections, crosswalks, and stopping points should be well-lit and clear of tall vegetation to maintain sightlines.

## Typical Crossing Diagram.



An artist rendering of a trail section.



An artist rendering of a potential bridge crossing.



# TRAIL MANAGEMENT

Overall coordination and management of the Umatilla River Trail will be the responsibility of Umatilla County but each government entity (Umatilla County, City of Echo, City of Stanfield, City of Hermiston, and City of Umatilla) will have control and responsibility for the sections of trail within their respective jurisdictions. It is critical that these jurisdictions work together in a cohesive and coordinated manner for design, development, and management of the trail to achieve the vision of the Umatilla River Trail.

One effective way to build a successful partnership for trail management is for each government entity to enter into a formal 'cooperative agreement' or "memorandum of understanding" to sanction the partnership and clarify roles, responsibilities, and functions. This is an effective way to build partnerships among public agencies, businesses, and non-profit groups that share common goals. At a minimum, the agreement should include declarative statements about each participant's interest and/or reason for participation, outline the shared mission and responsibilities of each participant, and state the intent to work together in a cooperative manner to achieve common trail goals. The agreement may also establish a trail committee responsible for acquiring funds needed for implementation and maintenance of the trail, and building partnerships to assist with the maintenance and upkeep.

The Umatilla River as seen from Old River Road (City of Umatilla).



# NEXT STEPS

## **Land Use Permitting and Plan Adoption**

Land use in Oregon is guided by a set of 19 statewide land use planning goals that express the state's policies on land use and related topics like citizen involvement, housing, recreation and natural resources. These goals are achieved through local comprehensive planning. Each of the five participating jurisdictions have adopted a comprehensive plan, zoning ordinance, and maps to put the plan into effect.

Upon completion of this trails plan, each jurisdiction is responsible for adopting this plan into their local comprehensive plan to ensure consistency with local plans and Oregon statewide planning goals. In addition, each jurisdiction will be responsible for obtaining required land use permits prior to implementation and development of the concept plan.

## **Environmental Permitting**

Successful implementation of this plan will require early and frequent coordination with various state and federal agencies with an interest in environmental and cultural resources to ensure the trail system is designed and built in compliance with regulations. Before projects begin, it will be the responsibility of each local jurisdiction to ensure agency coordination has taken place. State agencies where coordination needs to occur include but are not limited to Oregon Department of State Lands (wetlands and waterways), Oregon State Historic Preservation Office (historic and archaeological resources), Oregon Department of Fish and Wildlife (plant and animal resources) and Oregon Department of Transportation (projects in state highway right-of-way). Similarly, any project planned for Federal land will need to be coordinated early-on with the underlying agency and it is likely that any project with a Federal Nexus will require permitting consistent with the National Environmental Policy Act.

It is important to recognize that these local, state, and federal rules are in place for good cause, to protect the public interest in fundamental rights to clean air, water, a healthy environment and protection of a shared cultural heritage. A number of evaluations will need to occur, such as environmental and cultural reviews, before any ground disturbing activities occur. These will be undertaken not only because it is required by law, but also to ensure that the natural and cultural resources in the Umatilla River vicinity are not threatened or impaired by the trail or trail users. Cooperating land management jurisdictions, project stakeholders, and staff from the Confederated Tribes of the Umatilla Indian Reservation will lend their expertise and consult with other trail interests in the effort to develop the best trail in the spirit of the guiding regulations.

## **Recreation Easements**

While the majority of trail routes are located on publicly-owned land, there are some instances where local, private landowners have expressed an interest in utilizing a portion of their land for the trail system. One solution to formalizing a trail route through private property is to establish a recreational easement. A recreational easement would grant the local jurisdiction the ability to construct and maintain a public trail through the said property. The easement would “run with the property and would be binding on the heirs, assigns and all other successors in interest to the owners of the property.

In addition to dedicating a portion of private property for use as a trail, a recreation easement could be used as a tool that helps provide liability protection for landowners. Oregon law protects landowners from liability arising out of the use of their land for recreational purposes as long as the owner does not charge a fee for permission to use the land. By participating in the development of a public trail system, these private landowners would not be liable for any personal injury, death, or property damage that may occur on their property. Liability immunities for owners of land used by the public for recreational purposes are found in Oregon Revised Statute (ORS) Section 105.688.

## **Design and Engineering**

Consultation with a landscape architect or engineer may be needed on sections of the trail to determine the best location and development techniques based on soil, topography, floodplain, and other conditions. This may be useful, for example, in determining whether the trail should travel around or over marshy locations or steep or easily eroded areas. A well-designed and built trail will decrease the future costs for maintenance and repair.

## **Maintenance**

The Umatilla River Trail is not intended to be a high-maintenance facility, and minimal, regular work should be expected to maintain it. During seasons of high use, some tasks will be needed at more frequent intervals, such as trash collection and disposal. Other maintenance requirements, including trail surface and sign repair may only need to be done every few years. Damage from unpredictable natural events, such as flooding or fire, will require repairs and restoration as they occur. Establishing and funding a maintenance budget, including an emergency fund for unusual occurrences is appropriate.

While maintenance and upkeep of a trail is not extensive, it does require the coordinated efforts of both the partnership of land managers and community volunteers, and calls on the sense of stewardship on the part of trail users.

# GRANTS AND FUNDING SOURCES



Rocky Butte as seen from the Hermiston Community Garden...

Below are several identified federal, state, and privately administered grants. These grants can help with the planning, development of projects and acquisition of lands. This is not a comprehensive list of grants available, and community and project partners should check with local agencies and groups to see if there are opportunities for other grants.

The Oregon Parks and Recreation Department (OPRD) developed a list of general grants that support recreation. This document can be found in "*Appendix C: Oregon Parks and Recreation Grants List (pages XXVII-XXX)*".

## **FEDERAL GRANTS**

### **Bureau of Reclamation and Army Corps of Engineers**

Check with the local Bureau of Reclamation and Army Corps of Engineers offices to see if they sponsor any trail development.

### **Center for Disease Control (CDC)**

Preventative Health and Health Services Block Grant Program

### **EPA**

Environment Education Programs

### **Federal Highway Transportation Grants**

Federal Lands Access Program (FLAP)

Federal Lands Transportation Program

Congestion Mitigation and Air Quality Improvement Program

### **US Department of Housing and Urban Development**

Community Development Block Grant Entitlement Communities & State Administered Grant Programs

### **US Department of Agriculture**

Rural Business Opportunity Grants

# STATE OF OREGON GRANTS

## Land and Water Conservation Fund

Oregon Parks and Recreation

## Oregon Community Foundation

The Oregon Historic Trails Fund

## Oregon Community Paths Program

## Oregon Department of Fish and Wildlife

Check with local ODFW officials to determine if there are any grants available for trail development. Grant money may include protection of the Umatilla River through removal of invasive vegetation, planting of native vegetation, and other specific developments that protect wildlife and enhance the environment.

## Oregon Department of Transportation (ODOT)

Connect Oregon

Statewide Transportation Improvement Program

State Transportation Infrastructure Bank

State Highway Trust Fund (Bike Bill)

Safe Routes to School (SRTS) Competitive Infrastructure Grant Program

Transportation and Growth Management Grants

## Oregon Parks and Recreation: Grant Programs OPRD Grant Programs

### *Heritage Grants*

**Oregon Heritage Grant** - The Oregon Heritage Grant provides matching grants to non-profit organizations, federally recognized tribal governments, universities and local governments for projects that conserve, develop or interpret Oregon's heritage.

**Preserving Oregon Grant** - The State Historic Preservation Office (SHPO) offers matching grants for rehabilitation work that supports the preservation of historic resources listed in the National Register of Historic Places or for significant work contributing toward identifying, preserving and/or interpreting archaeological sites.

**Certified Local Government Grant** - The Certified Local Government (CLG) program offers matching grants to cities and counties that have been "certified" as historic preservation partners with both the state and the federal governments. These grants can be used for preservation projects, including National Register nominations, historic resource surveys, preservation education, preservation code development, building restoration, and preservation planning.

### *Recreation Grants*

Local Government Grant

Recreational Trails Grant

USDA Rural Community Facilities Grant

## TRAVEL OREGON

Check with the local tourism and economic board to make contact with a Travel Oregon representative. They fund trail development projects that showcase and promote economics, tourism, and heritage.

## PRIVATE AND REGIONAL

**Nike Community Investment:** Community Impact Fund

**Polaris Industries:** T.R.A.I.L.S. Grant Program

**REI:** REI Grants

**Utility Companies:** Pacific Corp, Umatilla Electric

**Wild Horse Foundation**

## NON-PROFITS AND NON-GOVERNMENT ORGANIZATIONS

**The Collins Foundation:** Environment Grants

**Bikes Belong Grant Program**

**Cycle Oregon**

**National Environmental Education Foundation (NEEF)**

**National Fish and Wildlife Foundation:** Bring Back the Natives Program

**Oregon Community Foundation:** Oregon Community Foundation Grants

**Oregon Cultural Trust:** County Cultural Coalition Grants

**People for Bikes** Community Grant Program

**Sundra Foundation:** Sustainable Environments Grant

**SOLVE:** Project Oregon

**Eastern Oregon Trail Alliance**

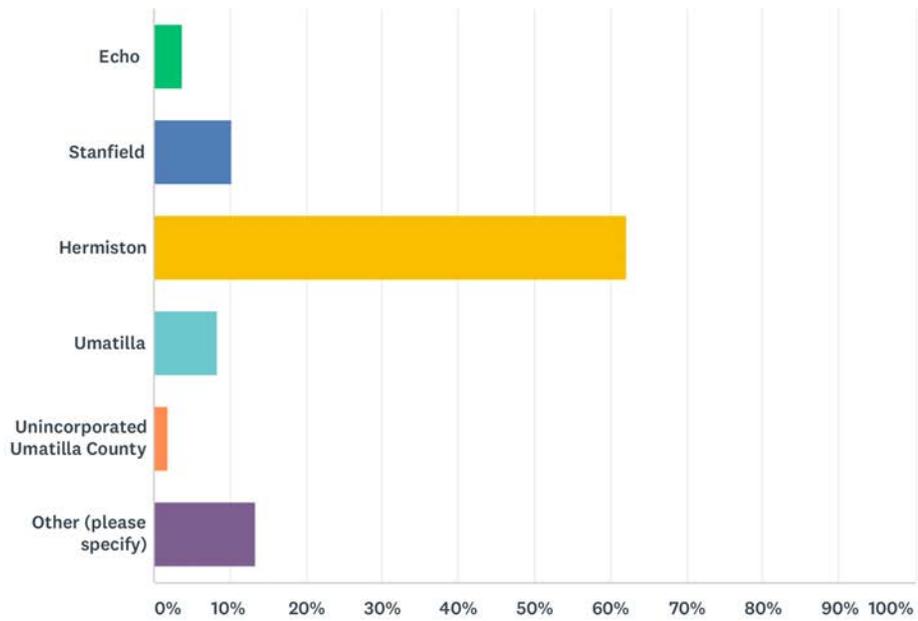
# APPENDIX A: SURVEY RESULTS

Umatilla River Trail Survey

SurveyMonkey

## Q1 Where do you live?

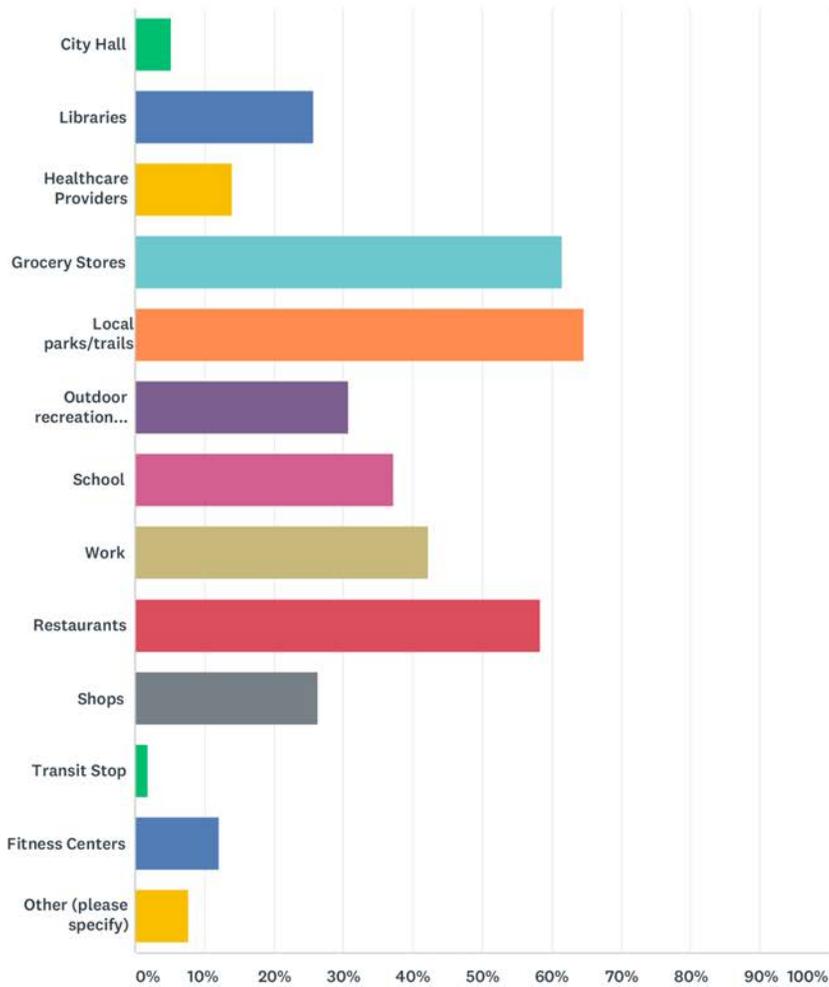
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ANSWER CHOICES	RESPONSES
Echo	3.85% 6
Stanfield	10.26% 16
Hermiston	62.18% 97
Umatilla	8.33% 13
Unincorporated Umatilla County	1.92% 3
Other (please specify)	13.46% 21
TOTAL	156

## Q2 Select your favorite and/or most-visited destinations in Umatilla County (Select all that apply):

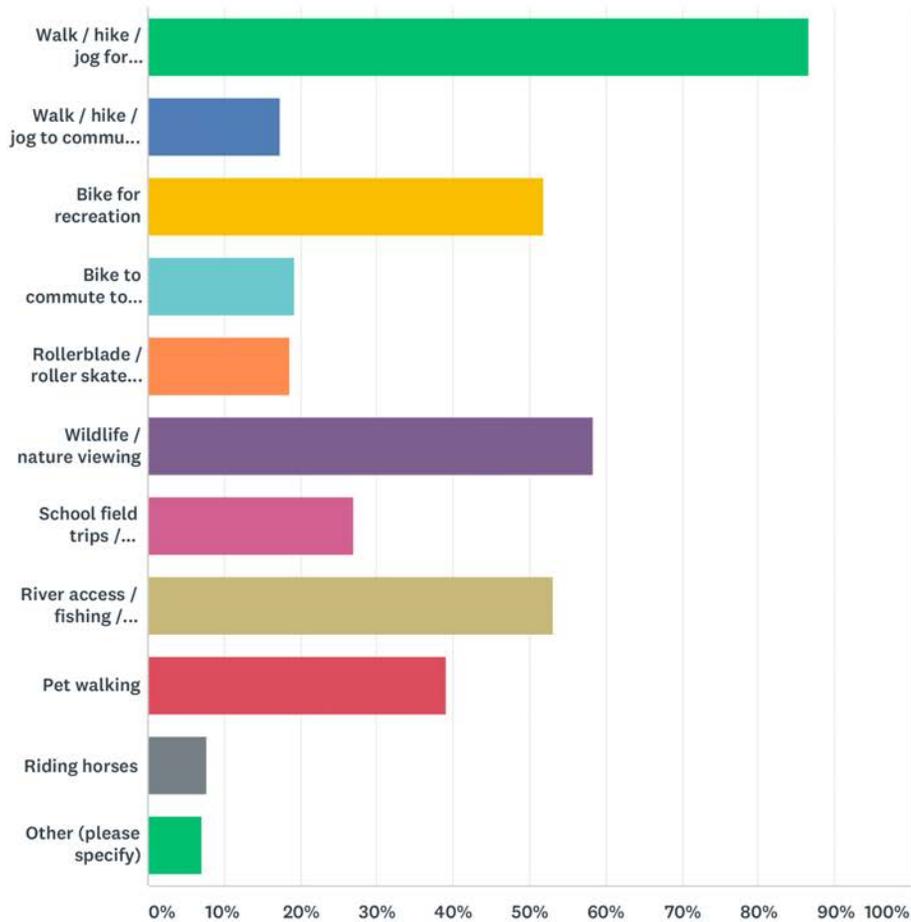
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ANSWER CHOICES	RESPONSES
City Hall	5.13% 8
Libraries	25.64% 40
Healthcare Providers	14.10% 22
Grocery Stores	61.54% 96
Local parks/trails	64.74% 101
Outdoor recreation fields for organized sports	30.77%
School	37.18%
Work	42.31%
Restaurants	58.33%
Shops	26.28%
Transit Stop	1.92%
Fitness Centers	12.18%
Other (please specify)	7.69%
Total Respondents: 156	

### Q3 What type of activities would you or your family like to do on a regional recreation trail? (Select all that apply):

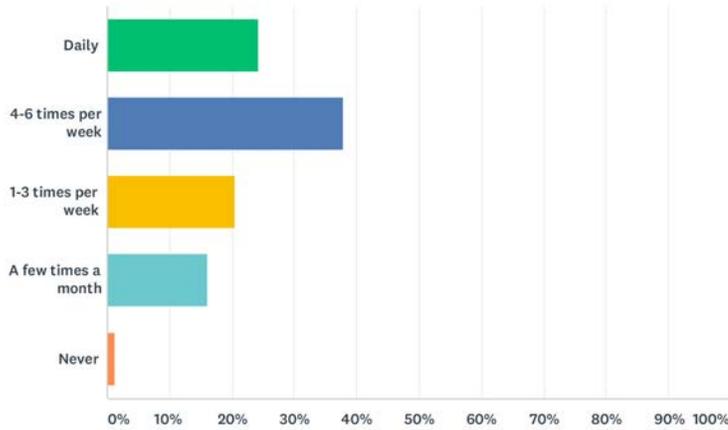
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ANSWER CHOICES	RESPONSES	
Walk / hike / jog for recreation	86.54%	135
Walk / hike / jog to commute to work, school, and community destinations	17.31%	27
Bike for recreation	51.92%	81
Bike to commute to work, school, and community destinations	19.23%	30
Rollerblade / roller skate / skateboard	18.59%	29
Wildlife / nature viewing	58.33%	91
School field trips / environmental education	26.92%	42
River access / fishing / swimming / kayaking	53.21%	83
Pet walking	39.10%	61
Riding horses	7.69%	12
Other (please specify)	7.05%	11
Total Respondents: 156		

### Q4 How frequently do you engage in physical activity or recreate?

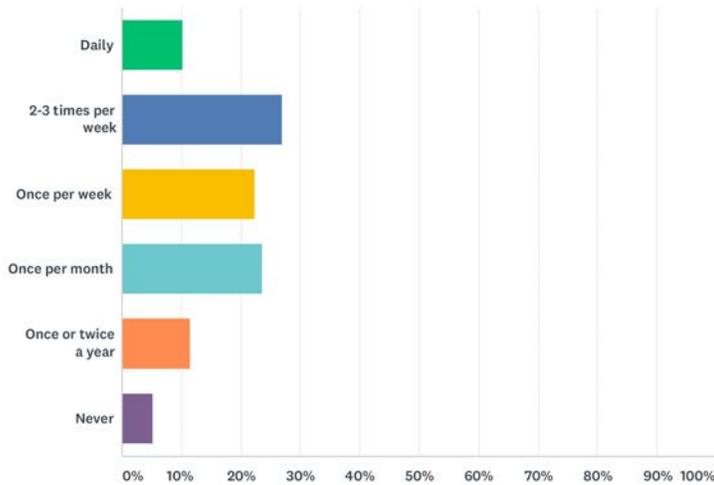
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ANSWER CHOICES	RESPONSES	
Daily	24.36%	38
4-6 times per week	37.82%	59
1-3 times per week	20.51%	32
A few times a month	16.03%	25
Never	1.28%	2
<b>TOTAL</b>		<b>156</b>

### Q5 How frequently would you envision using a trail system that connects the communities of Echo, Stanfield, Hermiston, and Umatilla?

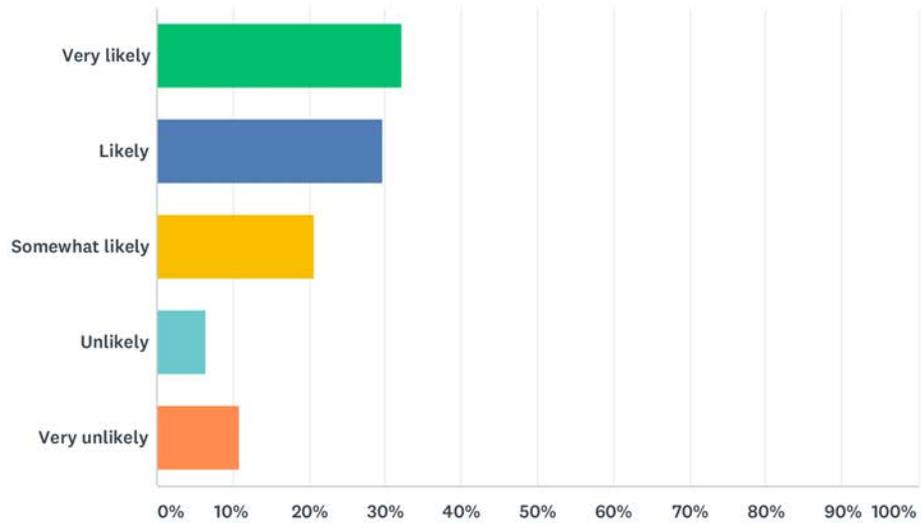
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ANSWER CHOICES	RESPONSES	
Daily	10.26%	16
2-3 times per week	26.92%	42
Once per week	22.44%	35
Once per month	23.72%	37
Once or twice a year	11.54%	18
Never	5.13%	8
<b>TOTAL</b>		<b>156</b>

Q6 If you work in west Umatilla County (Echo, Stanfield, Hermiston, Umatilla), how likely would you be to use a trail, before/after work or on breaks, near your workplace?

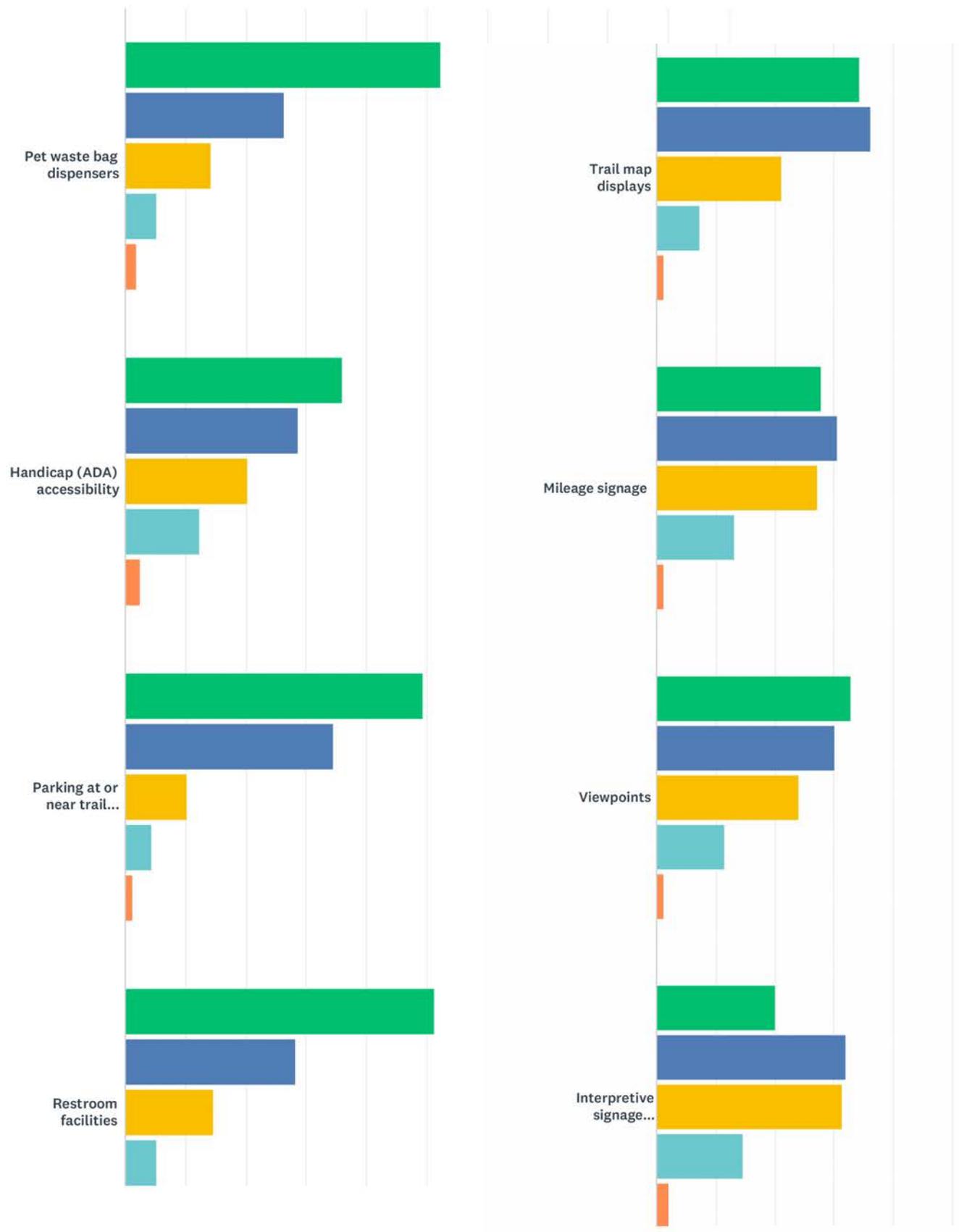
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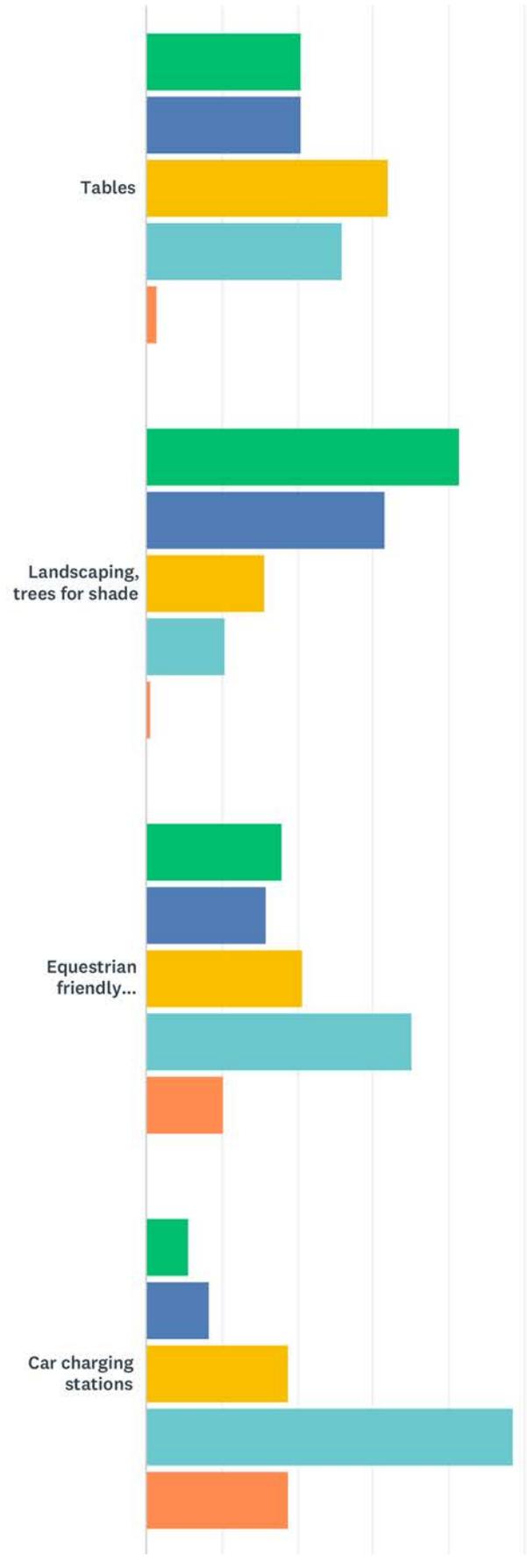
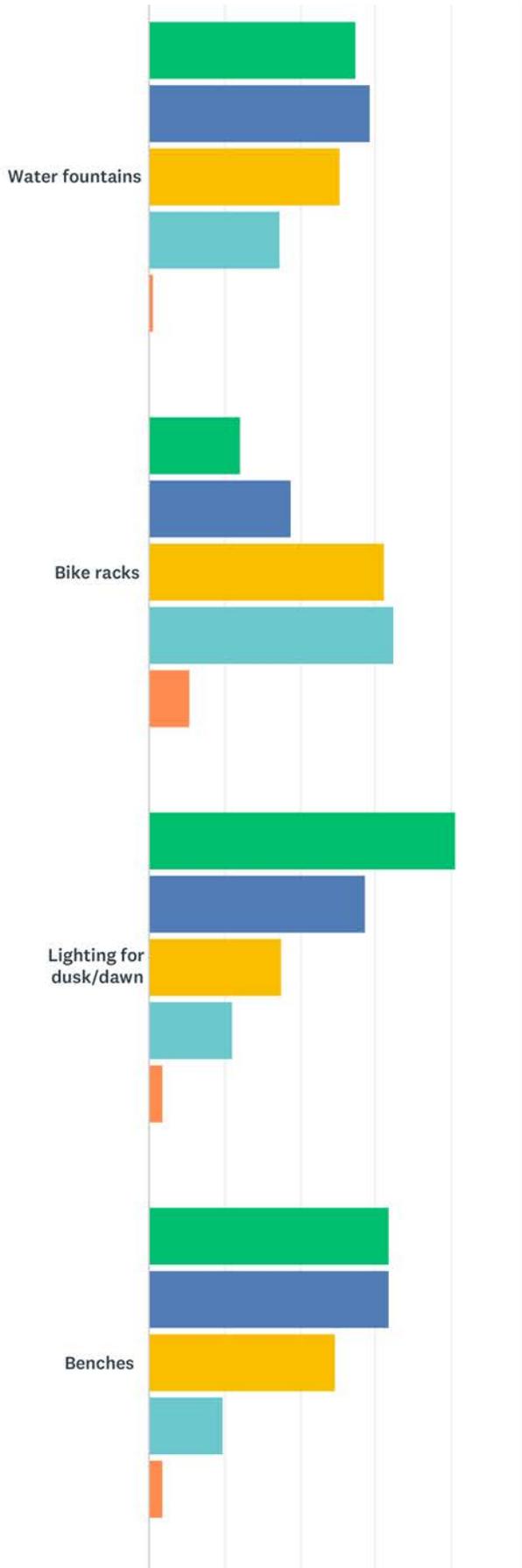


ANSWER CHOICES	RESPONSES	
Very likely	32.26%	50
Likely	29.68%	46
Somewhat likely	20.65%	32
Unlikely	6.45%	10
Very unlikely	10.97%	17
<b>TOTAL</b>		<b>155</b>

# Q7 How important are the following trail amenities to you?

Answered: 156 Skipped: 0



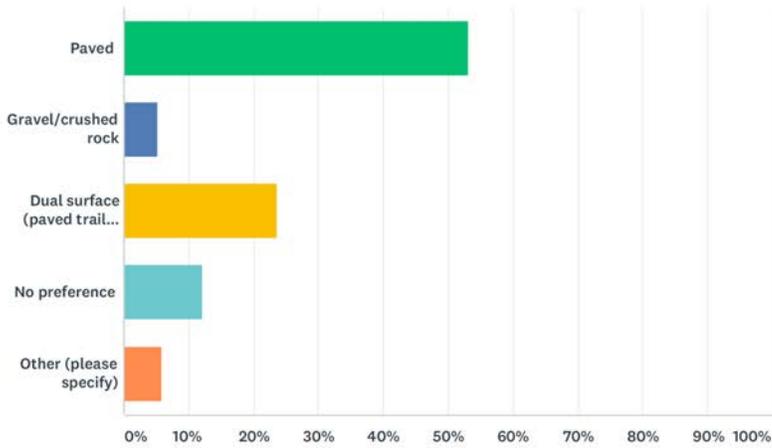


■ Very important  
 ■ Important  
 ■ Somewhat important  
 ■ Not important  
■ Don't know/Don't care

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	DON'T KNOW/DON'T CARE	TOTAL	WEIGHTED AVERAGE
Pet waste bag dispensers	52.26% 81	26.45% 41	14.19% 22	5.16% 8	1.94% 3	155	1.78
Handicap (ADA) accessibility	35.95% 55	28.76% 44	20.26% 31	12.42% 19	2.61% 4	153	2.17
Parking at or near trail heads	49.36% 77	34.62% 54	10.26% 16	4.49% 7	1.28% 2	156	1.74
Restroom facilities	51.28% 80	28.21% 44	14.74% 23	5.13% 8	0.64% 1	156	1.76
Trail map displays	34.21% 52	36.18% 55	21.05% 32	7.24% 11	1.32% 2	152	2.05
Mileage signage	27.81% 42	30.46% 46	27.15% 41	13.25% 20	1.32% 2	151	2.30
Viewpoints	32.89% 49	30.20% 45	24.16% 36	11.41% 17	1.34% 2	149	2.18
Interpretive signage (history, natural environment, etc.)	20.00% 30	32.00% 48	31.33% 47	14.67% 22	2.00% 3	150	2.47
Water fountains	27.33% 41	29.33% 44	25.33% 38	17.33% 26	0.67% 1	150	2.35
Bike racks	12.16% 18	18.92% 28	31.08% 46	32.43% 48	5.41% 8	148	3.00
Lighting for dusk/dawn	40.52% 62	28.76% 44	17.65% 27	11.11% 17	1.96% 3	153	2.05
Benches	31.82% 49	31.82% 49	24.68% 38	9.74% 15	1.95% 3	154	2.18
Tables	20.41% 30	20.41% 30	31.97% 47	25.85% 38	1.36% 2	147	2.67
Landscaping, trees for shade	41.45% 63	31.58% 48	15.79% 24	10.53% 16	0.66% 1	152	1.97
Equestrian friendly trailheads	17.93% 26	15.86% 23	20.69% 30	35.17% 51	10.34% 15	145	3.04
Car charging stations	5.56% 8	8.33% 12	18.75% 27	48.61% 70	18.75% 27	144	3.67

### Q9 What type of trail surface would you prefer?

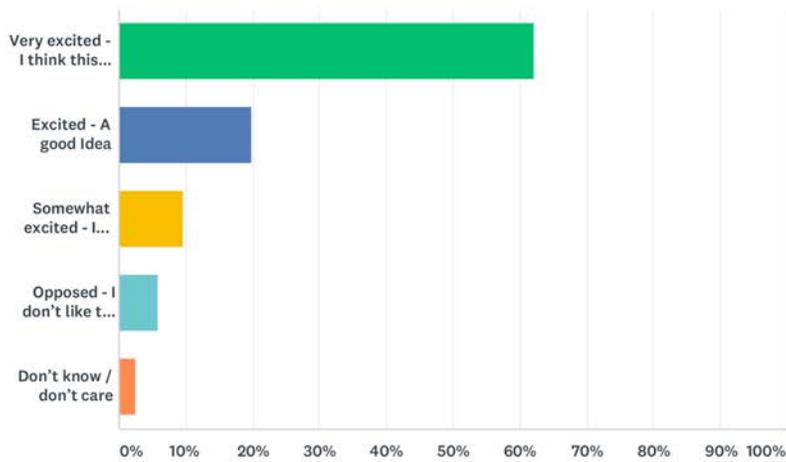
Answered: 156 Skipped: 0



ANSWER CHOICES	RESPONSES	
Paved	53.21%	83
Gravel/crushed rock	5.13%	8
Dual surface (paved trail with a parallel unpaved shoulder)	23.72%	37
No preference	12.18%	19
Other (please specify)	5.77%	9
<b>TOTAL</b>		<b>156</b>

### Q10 How do you feel about the Umatilla River Trail project?

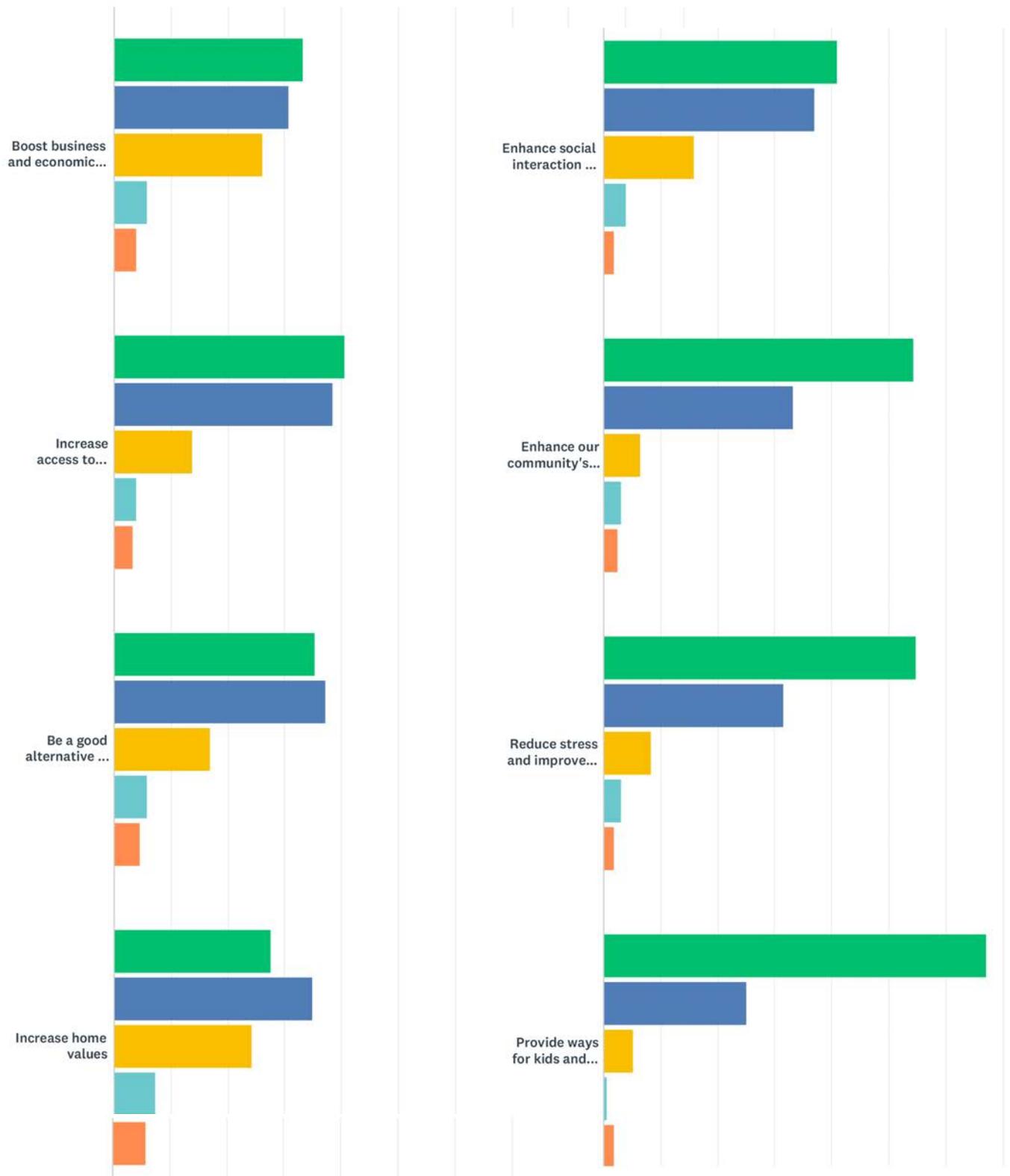
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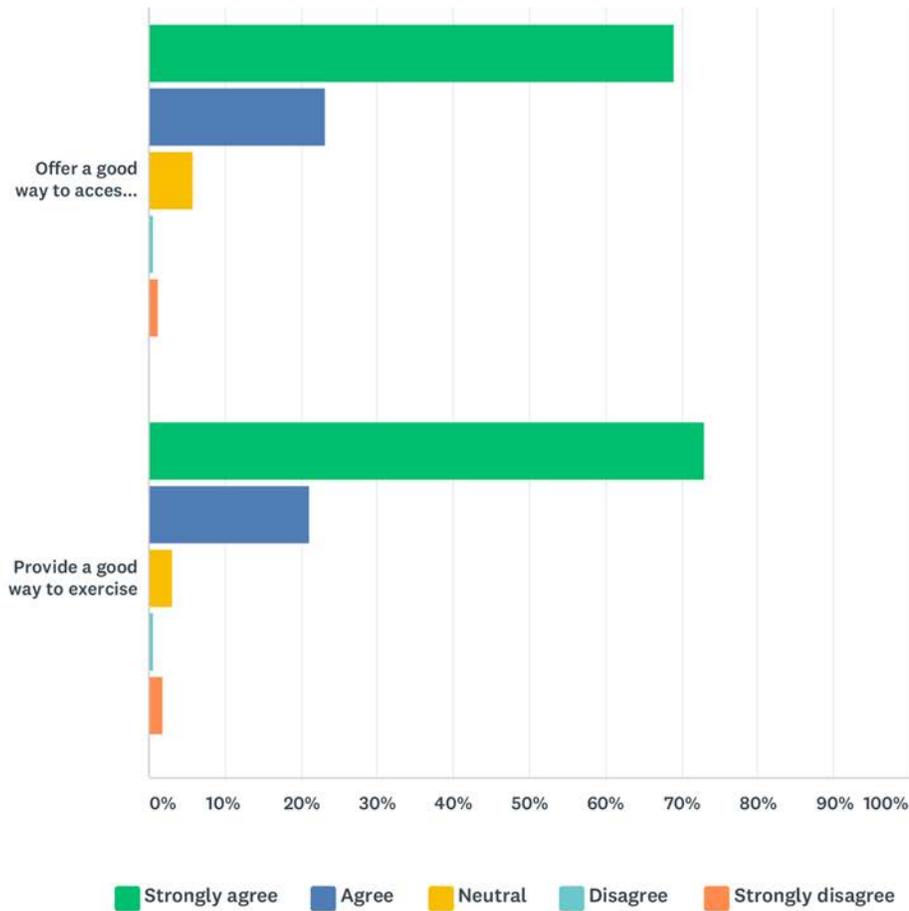


ANSWER CHOICES	RESPONSES	
Very excited - I think this is a great idea	62.18%	97
Excited - A good Idea	19.87%	31
Somewhat excited - I need to learn more about it	9.62%	15
Opposed - I don't like the idea of a regional trail	5.77%	9
Don't know / don't care	2.56%	4
<b>TOTAL</b>		<b>156</b>

# Q11 Please rate the following statements. A trail in our area could:

Answered: 156 Skipped: 0

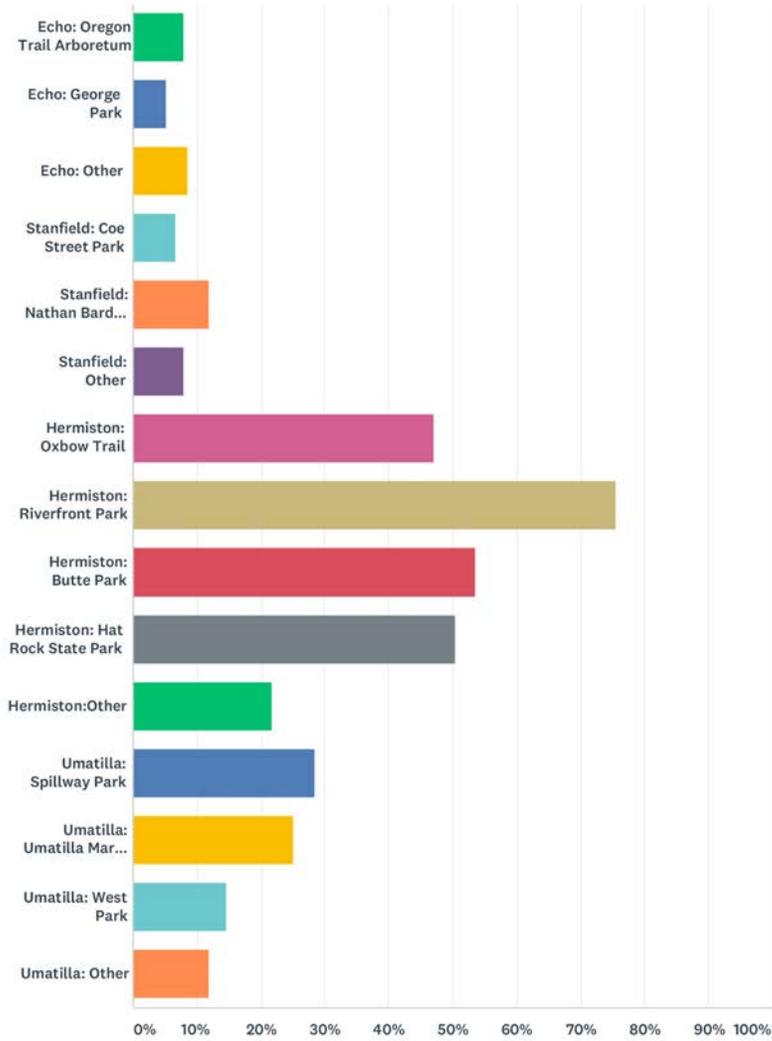




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Boost business and economic development	33.33% 51	30.72% 47	26.14% 40	5.88% 9	3.92% 6	153	2.16
Increase access to community destinations	40.52% 62	38.56% 59	13.73% 21	3.92% 6	3.27% 5	153	1.91
Be a good alternative to car trips	35.29% 54	37.25% 57	16.99% 26	5.88% 9	4.58% 7	153	2.07
Increase home values	27.63% 42	34.87% 53	24.34% 37	7.24% 11	5.92% 9	152	2.29
Enhance social interaction and community building	41.06% 62	37.09% 56	15.89% 24	3.97% 6	1.99% 3	151	1.89
Enhance our community's overall health	54.49% 85	33.33% 52	6.41% 10	3.21% 5	2.56% 4	156	1.66
Reduce stress and improve mental well-being	54.84% 85	31.61% 49	8.39% 13	3.23% 5	1.94% 3	155	1.66
Provide ways for kids and families to be active outside	67.10% 104	25.16% 39	5.16% 8	0.65% 1	1.94% 3	155	1.45
Offer a good way to access nature	69.03% 107	23.23% 36	5.81% 9	0.65% 1	1.29% 2	155	1.42
Provide a good way to exercise	73.08% 114	21.15% 33	3.21% 5	0.64% 1	1.92% 3	156	1.37

## Q12 Where in your community do you like to recreate?

Answered: 151 Skipped: 5



ANSWER CHOICES	RESPONSES	
Echo: Oregon Trail Arboretum	7.95%	12
Echo: George Park	5.30%	8
Echo: Other	8.61%	13
Stanfield: Coe Street Park	6.62%	10
Stanfield: Nathan Bard Memorial Community Park	11.92%	18
Stanfield: Other	7.95%	12
Hermiston: Oxbow Trail	47.02%	71
Hermiston: Riverfront Park	75.50%	114
Hermiston: Butte Park	53.64%	81
Hermiston: Hat Rock State Park	50.33%	76
Hermiston: Other	21.85%	33
Umatilla: Spillway Park	28.48%	43
Umatilla: Umatilla Marina Park	25.17%	38
Umatilla: West Park	14.57%	22
Umatilla: Other	11.92%	18
Total Respondents: 151		

# APPENDIX B: COMMUNITY WORKSHOP SUMMARY

## Umatilla River Trail Planning Project

### Community Meeting Summary Notes

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October 7, 2019, 5:30 pm - Umatilla, City Hall

October 8, 2019, 5:30 pm - Echo, City Hall

October 9, 2019, 5:30 pm - Stanfield, High School

October 10, 2019, 5:30 pm - Hermiston, Community Center

- The public was invited to participate in one of the four community meetings held in the west Umatilla County region during the week of October 7, 2019. The format for each workshop was the same. Over 90 community members and volunteers attended one of the workshops over the course of four evenings. A copy of the sign-in sheet for each meeting is included as an attachment.
- National Park Service (NPS) staff, County Commissioner, and County staff kicked-off the community meetings with a presentation about the Rivers Trails and Conservation Assistance (RTCA) program, and the evolution of the trails project. County staff emphasized that the project was **conceptual** and that “no private land” was being considered in the alternatives, unless landowners have expressed interest in opening up their property to recreation.. Attendees were also reminded that additional consultation and permitting would be required as the concept plan is implemented. Commissioner Elfering noted that tax dollars would not be used to construct a future trail system, rather the County would be exploring other funding programs such as grants.
- After the presentation, attendees were invited to visit the “conversation stations” arranged around the room. Some of the stations were interactive and asked attendees to participate in a “dot voting” or mapping exercise; and other stations consisted of informational displays. Several steering committee members volunteered to facilitate conversation stations. A copy of each conversation station display is attached.
- Comment cards were available for attendees to make recommendations or leave general comments about the project for consideration by the project steering committee.

### Community Feedback Summary

#### Trail Surface

- Information and photo examples were shown regarding the types of trail infrastructure that could be constructed for recreation. Attendees were asked about the type of trail they would like to see developed. Options included

paved surface, dual surface (paved with gravel and natural shoulders), gravel surface, and natural surface. Respondents overwhelmingly indicated dual surface as the preferred trail type.

History

- Information was presented about the educational opportunities that a trail system could provide - topics could include regional and community historical, cultural, and natural resources. Attendees were asked to identify additional special points of interest or stories they would like to see highlighted along a trail. Participants also contributed names of local subject matter experts that would be good resources for interpretive display development. Additional topics of interest and subject matter experts are included in the following table:

Native Plant Identification and Facts
Contact Diane Berry (Echo) for Local Historical Information
Contact Dale Fife for Echo area history
Three Mile Dam and the Location Where Settlers Would Meet on Trail
History of Echo Settlers, Sheep Industry, etc.
Contact Echo Public Library Director for Additional Information
Wildlife Endemic to Each Micro-ecosystem
Francis Marion (F.M.) Smith was a freighter, (teamster, packer) from Umatilla Landing to John Day, Baker City, and other places like Smith Ridge.
Bird Watching on Stanfield Meadows Road - Photo Blinds - Osprey Nests
Foster Cemetery and Foster/Stanfield History
Love informational signage telling history and significant events of region - Suggest placing within communities or at major intersections or event sites only.

Trail Routes

- Each of the trail routes were presented on the “Community Connections” map displays. Attendees were asked to participate in a “dot voting” exercise where they voted for their preferred route. Voting showed that the public generally preferred the trail segments located on public land closest to the Umatilla River (Alternative A). The second most popular choice was Alternative C which is a route located along the Feed Canal that would connect Hermiston to Stanfield. Several attendees suggested a so-called “hybrid route” that would utilize portions of both Alternatives A and C. The following presents a summary of the public preference for Community Connections:

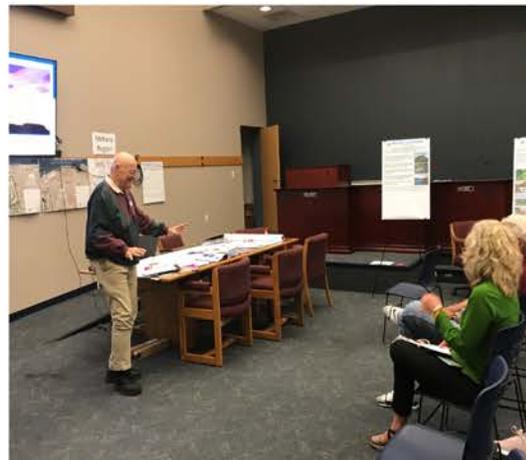
### Community Connections

Umatilla ----> Hermiston			
	Alternative A	Alternative B	-
October 7, 2019 - Umatilla	9	0	
October 8, 2019 - Echo	8	2	
October 9, 2019 - Stanfield	5	4	
October 10, 2019 - Hermiston	24	0	
	<b>46</b>	<b>6</b>	

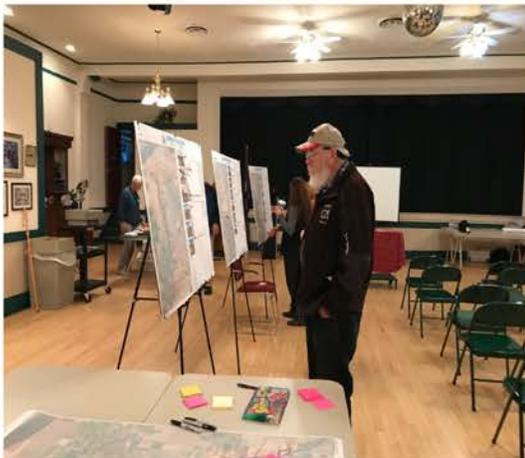
Hermiston ----> Stanfield			
	Alternative A	Alternative C	Alternative D
October 7, 2019 - Umatilla	9	1	0
October 8, 2019 - Echo	7	7	0
October 9, 2019 - Stanfield	3	6	2
October 10, 2019 - Hermiston	18	12	0
	<b>37</b>	<b>26</b>	<b>2</b>

Stanfield ----> Echo			
	Alternative A	Alternative D	Alternative E
October 7, 2019 - Umatilla	6	1	1
October 8, 2019 - Echo	6	3	2
October 9, 2019 - Stanfield	8	0	2
October 10, 2019 - Hermiston	19	0	2
	<b>35</b>	<b>4</b>	<b>7</b>

**Umatilla 10/07/19**



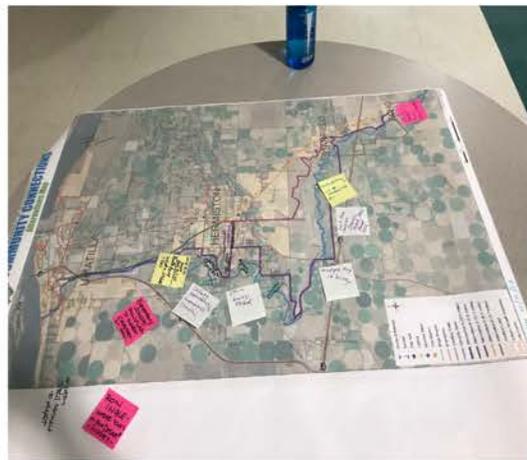
Echo 10/08/19



**Stanfield 10/09/19**



**Hermiston 10/10/19**





# WELCOME TO THE OPEN HOUSE WORKSHOP

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*Please visit each of our conversation stations, participate in the community survey, and provide your comments/suggestions for the project. Thank you for attending this event!*

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## UMATILLA RIVER TRAILS PROJECT VISION AND GOALS

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### ***Vision:***

*A trails system that inter-connects Umatilla, Hermiston, Stanfield, and Echo to increase recreation and community livability*

### ***Project Goals:***

- *Provide access to recreation opportunities for walking, bicycling, horseback riding, mountain biking, nature viewing, kayaking, fishing and other activities*
- *Create an interconnected trail system that supports choices for safe, active, non-motorized transportation*
- *Connect community business districts and neighborhoods with the Umatilla and Columbia Rivers, parks and other regional trails*
- *Enhance community health and well-being by providing more opportunities for citizens to get outside and be physically active*
- *Provide educational opportunities and information that highlight regional and community historical, cultural, and natural resources*
- *Boost local tourism and economic development by becoming a regional trail destination*



# RECREATIONAL OPPORTUNITIES

Connecting Communities to the Outdoors

**Project Goal:** Provide access to recreation opportunities for walking, bicycling, horse-back riding, mountain biking, nature viewing, kayaking, fishing, and other activities

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

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

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

Another survey conducted as part of the Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) asked participants to identify their top priority needs for the future. Results showed that Oregonians support more soft surface walking trails, access to waterways, nature and wildlife viewing areas, playgrounds with natural materials (natural play areas), picnic areas for small groups and off-street bicycle trails.



*Help us identify the type of trail you would like to see as a priority. Place your vote below.*



Paved Surface



Dual Surface



Gravel Surface



Natural Surface



# BUILDING PARTNERSHIPS

## Communities and Agencies Working Together

**Project Goal:** Connect community business districts and neighborhoods with the Umatilla and Columbia Rivers, parks and other regional trails

Umatilla County and the four partnering cities (Umatilla, Hermiston, Stanfield, and Echo) are committed to fostering livable and thriving communities, where transportation systems are designed to equitably serve all users, support and enhance walking and biking as active transportation options, and ensure connectivity within and among communities and other regional destinations.



To date, the focus of the project stakeholders has been to route the alternatives (see Community Connections) through publicly-owned land, or privately-held land where owners have expressed an interest in opening up their property to recreation. No private land is being considered unless the landowners have granted permission. Therefore, the county and cities have been collaborating with various state and federal agencies to discuss issues such as recreational access and permitting requirements.



The Umatilla River Trails Concept Plan is the first step in an ongoing process of developing a regional trail system, and collaboration between local governments and agencies will be critical, even after the Umatilla River Trails Concept Plan is finalized. Here are some of the steps that will be necessary:



- The concept plan will need to be adopted by local governments and included in their Land Use Comprehensive and Transportation System Plans.
- Various leases, agreements and easements with landowners and agencies will need to be acquired for public access.
- Segments of the trails system will need to be “micro-sited” as part of the design process in order to avoid sensitive cultural or environmental resources. Additional environmental studies may be required by State and Federal agencies.



- Appropriate State and Federal permits will need to be obtained prior to construction.
- On-going maintenance and stewardship programs will need to be established post-construction.



# BOOSTING TOURISM

Promoting What our Region has to Offer

**Project Goal:** Boost local tourism and economic development by becoming a regional trail destination

A 2017 study conducted by the Outdoor Industry Association found that, in Oregon, outdoor recreation generates \$16.4 billion annually in consumer spending, \$5.1 billion in wages and salaries, and \$749 million in state and local tax revenues.

The potential for increased visitors to the region as a result of a more developed recreational infrastructure, could have significant, long-term and sustainable impacts on the economic vitality of Umatilla County. In addition, organizations such as Umatilla County Tourism can market a regional trails system as another amenity to draw people into visiting our communities.



Agriculture is abundant in our region and the Umatilla River Trails Project may provide another opportunity to highlight our beautiful Century Farms, produce stands and tasting rooms. Currently, an agritourism driving tour, “River to Hills Farm Loop” is enjoyed by many visitors to our area. In the future, some of the stops along this route could also be visited by hikers and bicyclists passing through our communities.

The Umatilla River Trails Project, upon completion, could serve as an extension or gateway to the Blue Mountain Century Scenic Bikeway in nearby Morrow County. Oregon Scenic Bikeways are official state-designated routes selected and curated by experts, with printable maps, GPS and Signage.

An inter-connected trail system would provide an opportunity for hikers and bicyclists to come to our area for the day, experience our rural setting and support local shops and restaurants. In addition, visitors could experience other tourism draws such as the historic Oregon Trail or fishing on the Columbia River.

This project provides an opportunity to leverage tourism grants and work with organizations who specialize in destination development, such as Travel Oregon. Through these partnerships, Umatilla County can work to further enhance the tourism experience and create additional economic development opportunities for our businesses and industries.





# PROMOTING PUBLIC HEALTH

## Reducing Physical Inactivity & Related Health Concerns

**Project Goal:** Enhance community health and well-being by providing more opportunities for citizens to get outside and be physically active

Health Data (presented below) shows several noteworthy indicators about the well-being of Umatilla County residents in comparison to the respective state average.

Metric	Oregon	Umatilla County
Poor or Fair Health	14%	17%
Adult Obesity	27%	32%
Physical Inactivity	16%	21%
Diabetes Prevalence	9%	10%
Access to Exercise Opportunities	89%	60%

Source: <https://www.countyhealthrankings.org/> in part through Blue Mountain Region Trails Plan



Statistics emphasize the need to integrate policies of health into the built environment. Community planners and public health officials have been working to improve and promote the relationship between public health and land use planning in our region through initiatives such as Plan4Health.

The Plan4Health initiative fully compliments the Umatilla River Trails Project, and acts as a catalyst for collective action toward a healthier future in Umatilla County.

The Umatilla River Trails Project presents an a unique opportunity to partner with community health organizations such as the Good Shepherd Education Department to implement programs such as Northeast Oregon Prescription Trails. This program helps community members improve their health by using exercise as medicine, while accessing our beautiful parks and trails.

Studies show that exercercise can improve quality of life and help prevent and treat numerous illnesses / chronic conditions like diabetes, obesity, high blood pressure, and depression. Good Shepherd works with highly knowledgeable and qualified providers who recognize that exercise, in many cases, is just as effective as medication.





# EDUCATION / INTERPRETATION

## Telling our Story

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**Project Goal:** Provide educational opportunities and information that highlight regional and community historical, cultural, and natural resources

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The Umatilla River Trails Project presents an excellent venue to be able to showcase our region's history and abundant natural resources through the use of art, signage, and other interpretive displays. Some ideas include the following:

- Collaboration with cultural resource experts from the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) to identify traditional Native American sites and trails in the area.
- Work with local historical societies to highlight regional and community points of interest such as Lewis & Clark Trail, Oregon Trail, and Umatilla Landing.
- Partner with organizations such as Oregon State University Extension and local farmers/ranchers to provide educational displays about our region's rich agricultural heritage.
- Provide opportunities for the public to learn more about our natural resources and ecosystems.



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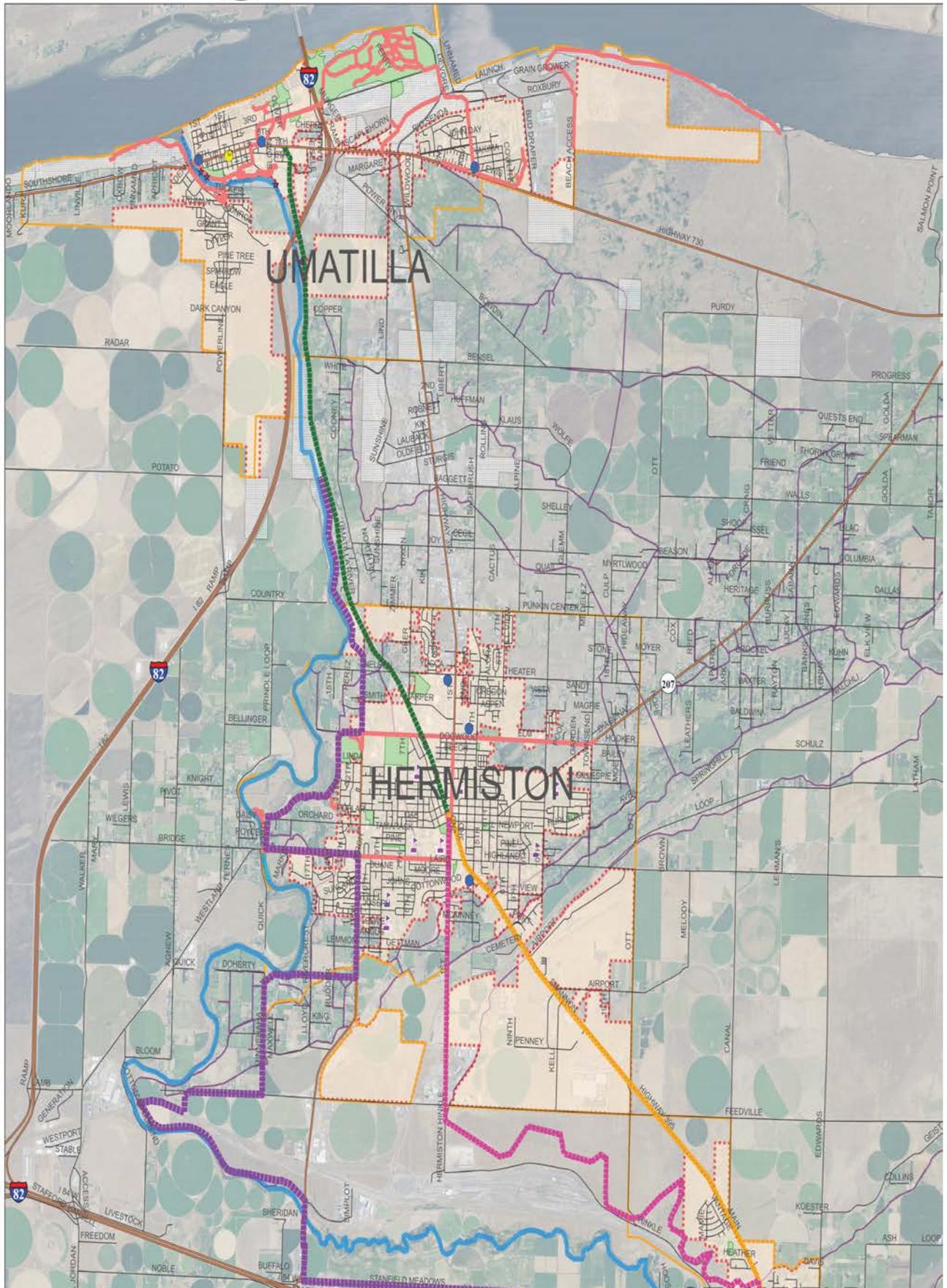
*Help us identify a special point of interest or story you would like to see highlighted along a trail. Do you know a subject expert who could help us tell the story? Share your ideas below:*

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# COMMUNITY CONNECTIONS

## Alternatives Map



# APPENDIX C: OREGON PARKS AND RECREATION GRANT LIST

## Potential Recreational Trail Funding Sources

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
American Academy of Dermatology	Shade Structure Grant Program	<a href="https://www.aad.org/members/volunteer/shade-structure-program">https://www.aad.org/members/volunteer/shade-structure-program</a>							X	X	X				
American Canoe Assoc.	Club Fostered Stewardship	<a href="http://www.americanoecanoe.org/?page=LLBean_CFS_Grant">http://www.americanoecanoe.org/?page=LLBean_CFS_Grant</a>			X	X									Clubs
American Hiking Society	National Trails Fund	<a href="http://www.americanhiking.org/national-trails-fund/">http://www.americanhiking.org/national-trails-fund/</a>			X	X									
Americorps	Americorps State and National Programs	<a href="https://www.nationalservice.gov/programs/ameri-corps/ameri-corps-state-and-national">https://www.nationalservice.gov/programs/ameri-corps/ameri-corps-state-and-national</a>			X		X			X	X	X	X		
Avista Foundation	Avista Foundation Grants	<a href="http://www.avistafoundation.com/home/Pages/default.aspx">http://www.avistafoundation.com/home/Pages/default.aspx</a>			X					X					
Boeing Charitable Foundation	Civic and Environmental Contributions	<a href="http://www.boeing.com/principles/community-engagement.page">http://www.boeing.com/principles/community-engagement.page</a>	X	X	X	X		X	X	X					
Center for Disease Control (CDC)	Preventive Health & Health Services Block Grant Program	<a href="https://www.cdc.gov/phhsblockgrant/index.htm">https://www.cdc.gov/phhsblockgrant/index.htm</a>		X	X						X	X	X		
Federal Highway Admin.	Congestion Mitigation and Air Quality Improvement Program	<a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>			X	X					X	X	X		

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Federal Highway Admin.	Planning	<a href="https://www.fhwa.dot.gov/planning/">https://www.fhwa.dot.gov/planning/</a>	X									X		X	
Federal Highway Admin.	Federal Lands Access Program	<a href="https://flh.fhwa.dot.gov/programs/flap/">https://flh.fhwa.dot.gov/programs/flap/</a>			X	X						X	X	X	X
Federal Highway Admin.	Federal Lands Transportation Program	<a href="https://flh.fhwa.dot.gov/programs/fltp/">https://flh.fhwa.dot.gov/programs/fltp/</a>			X	X									X
Federal Highway Admin	Federal Transit Administration Capital Funds	<a href="https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle">https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle</a>	X									X	X	X	
Federal Highway Admin	FTA Associated Transit Improvement Funds	<a href="https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/bicycles-transit">https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/bicycles-transit</a>										X	X		
Federal Highway Admin	TIGER Discretionary Grants	<a href="https://www.transportation.gov/tiger">https://www.transportation.gov/tiger</a>	X		X	X						X	X	X	
Federal Highway Admin	National Highway Performance Program	<a href="https://www.fhwa.dot.gov/map21/guidance/guidenhpp.cfm">https://www.fhwa.dot.gov/map21/guidance/guidenhpp.cfm</a>	X		X	X						X	X	X	
International Mountain Biking Assoc.	Various Grant Programs	<a href="https://www.imba.com/resources-grants/imba-grants-program">https://www.imba.com/resources-grants/imba-grants-program</a>	X	X	X	X				X		X	X	X	X

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Metro Regional Parks & Greenspaces	Metro Grant Opportunities	<a href="http://www.oregonmetro.gov/tools-partners/grants-and-resources">http://www.oregonmetro.gov/tools-partners/grants-and-resources</a>								X	X	X	X		
Meyer Memorial Trust	Grassroots Grants	<a href="https://mmt.org/">https://mmt.org/</a>		X	X		X			X	X	X	X	X	X
M.J. Murdock Charitable Trust	General Grants	<a href="http://murdocktrust.org/grant-opportunities/">http://murdocktrust.org/grant-opportunities/</a>	X	X	X	X	X			X	X				
National Fish and Wildlife Foundation	Bring Back the Natives Program	<a href="http://www.nfwf.org/orgovfund/Pages/home.aspx">http://www.nfwf.org/orgovfund/Pages/home.aspx</a>								X	X	X	X	X	X
National Oceanic and Atmospheric Administration	Open Rivers Initiative	<a href="http://www.habitat.noaa.gov/funding/ori.html">http://www.habitat.noaa.gov/funding/ori.html</a>								X		X	X	X	X
National Park Service	Challenge Cost-Share Program (CCSP)	<a href="https://www.nps.gov/orgs/1837/index.htm">https://www.nps.gov/orgs/1837/index.htm</a>		X	X			X							
National Park Service	Rivers, Trails & Conservation Assistance Program	<a href="https://www.nps.gov/orgs/rtca/index.htm">https://www.nps.gov/orgs/rtca/index.htm</a>	X	X						X		X	X	X	X
National Park Service	Disposal of Federal Surplus Real Property	<a href="https://www.cfda.gov/index?s=program&amp;mode=form&amp;tab=core&amp;id=61f59363c3b2d98e71b7adedea228e83">https://www.cfda.gov/index?s=program&amp;mode=form&amp;tab=core&amp;id=61f59363c3b2d98e71b7adedea228e83</a>					X		X			X	X	X	
National Tree Trust	Multiple Programs	<a href="http://treetrust.org/">http://treetrust.org/</a>		X	X					X	X	X	X	X	X
Nike - Community Investment	Community Impact Fund	<a href="http://www.oregoncf.org/Nike">http://www.oregoncf.org/Nike</a>		X						X					

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Oregon Community Foundation	Northwest Neighborhood Parks & Recreation Fund	<a href="http://www.oregoncf.org/grants-scholarships/grants/ocf-funds/nw-neighborhood-parks-rec-fund">http://www.oregoncf.org/grants-scholarships/grants/ocf-funds/nw-neighborhood-parks-rec-fund</a>			X						X				
Oregon Community Foundation	The Oregon Historic Trails Fund	<a href="http://www.oregonhistorictailsfund.org/trails/">http://www.oregonhistorictailsfund.org/trails/</a>	X	X				X		X		X	X		
Oregon Dept. of Trans.	Connect Oregon	<a href="http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx">http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx</a>			X	X				X		X			POR TS
Oregon Dept. of Trans.	Statewide Transportation Improvement Program	<a href="https://www.oregon.gov/ODOT/TD/STIP/Pages/Apply.aspx">https://www.oregon.gov/ODOT/TD/STIP/Pages/Apply.aspx</a>	X		X	X					X	X	X		
Oregon Dept. of Trans.	State Transportation Infrastructure Bank	<a href="https://www.oregon.gov/odot/cs/fs/pages/otib.aspx">https://www.oregon.gov/odot/cs/fs/pages/otib.aspx</a>	X		X	X	X				X	X	X		POR TS
Oregon Dept. of Trans.	State Highway Trust Fund (Bike Bill)	<a href="https://www.oregon.gov/odot/hwy/bikeped/pages/bike_bill.aspx">https://www.oregon.gov/odot/hwy/bikeped/pages/bike_bill.aspx</a>			X						X	X			
Oregon Dept. of Trans.	Safe Routes to School	<a href="http://www.oregon.gov/ODOT/TS/Pages/saferoutes.aspx">http://www.oregon.gov/ODOT/TS/Pages/saferoutes.aspx</a>	X		X		X		X	X	X				
Oregon Dept. of Trans.	Transportation and Growth Management Grants	<a href="https://www.oregon.gov/LCD/TGM/pages/grants.aspx">https://www.oregon.gov/LCD/TGM/pages/grants.aspx</a>	X								X	X			
Oregon Parks & Recreation Dept.	ATV Fund	<a href="http://www.oregon.gov/oprd/ATV/pages/grants.aspx">http://www.oregon.gov/oprd/ATV/pages/grants.aspx</a>	X	X	X	X	X	X	X		X	X	X	X	

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Oregon Parks & Recreation Dept.	Recreation Trails Program	<a href="http://www.oregon.gov/oprd/GRANTS/pages/trails.aspx">http://www.oregon.gov/oprd/GRANTS/pages/trails.aspx</a>			X	X	X	X	X		X	X	X	X	X
Oregon Parks & Recreation Dept.	Land & Water Conservation Fund	<a href="http://www.oregon.gov/oprd/GRANTS/pages/lwcf.aspx">http://www.oregon.gov/oprd/GRANTS/pages/lwcf.aspx</a>			X	X					X	X	X		X
Oregon Parks & Recreation Dept.	Local Government Grant Programs	<a href="http://www.oregon.gov/oprd/GRANTS/pages/local.aspx">http://www.oregon.gov/oprd/GRANTS/pages/local.aspx</a>			X	X					X	X			X
Oregon Watershed Enhancement Board	Small Grant Program	<a href="http://www.oregon.gov/OWEB/GRANTS/pages/smgrant_main.aspx">http://www.oregon.gov/OWEB/GRANTS/pages/smgrant_main.aspx</a>			X					X		X	X	X	
PeopleForBikes	PeopleForBikes Community Grant Program	<a href="http://www.peopleforbikes.org/pages/community-grants">http://www.peopleforbikes.org/pages/community-grants</a>			X					X		X	X		
Polaris Industries	T.R.A.I.L.S. Grant Program	<a href="http://www.polaris.com/en-us/rider-support/trails-application">http://www.polaris.com/en-us/rider-support/trails-application</a>		X	X					X			X	X	
Recreation Equipment Inc. (REI)	REI Grants	<a href="https://www.rei.com/stewardship/community/non-profit-partnerships-and-grants.html">https://www.rei.com/stewardship/community/non-profit-partnerships-and-grants.html</a>		X					X	X					
SOLV	Project Oregon	<a href="http://solveoregon.org/our-programs/project-oregon">http://solveoregon.org/our-programs/project-oregon</a>	X	X	X				X	X	X	X	X	X	
Surdna Foundation	Sustainable Environments	<a href="http://www.surdna.org/grants/grants-overview.html">http://www.surdna.org/grants/grants-overview.html</a>			X					X					
The Collins Foundation	Environment	<a href="http://www.collinsfoundation.org/submission-guidelines">http://www.collinsfoundation.org/submission-guidelines</a>			X		X		X						

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
The Conservation Alliance	Grants	<a href="http://www.conservationaliance.com/grants/">http://www.conservationaliance.com/grants/</a>			X	X				X					
The Oregon Community Foundation	Community Grants	<a href="http://www.oregoncf.org/grants-scholarships/grants-community-grants">http://www.oregoncf.org/grants-scholarships/grants-community-grants</a>		X	X	X	X			X	X	X	X		
The Trust for Public Land	Variety of Programs	<a href="https://www.tpl.org/how-we-work#sm.0000t6u1ie7c8d8qse01gjb3c103r">https://www.tpl.org/how-we-work#sm.0000t6u1ie7c8d8qse01gjb3c103r</a>								X	X	X	x	x	
Tread Lightly!	Restoration For Recreation	<a href="https://www.treadlightly.org/programs/restoration-for-recreation/">https://www.treadlightly.org/programs/restoration-for-recreation/</a>		X				X		X	X	X	X	X	X
U.S. Dept. of Agriculture	The Conservation Reserve Program	<a href="https://www.fsa.usda.gov/programs-and-services/conservation-programs/conservation-reserve-program/index">https://www.fsa.usda.gov/programs-and-services/conservation-programs/conservation-reserve-program/index</a>													
U.S. Dept. of Agriculture	Community Facilities Direct Loan & Grant Program in Oregon	<a href="https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program/or">https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program/or</a>			X				X	X	X	X			Tribes
U.S. Dept. of Agriculture	Rural Business Opportunity Grants	<a href="https://www.rd.usda.gov/programs-services/rural-business-development-grants">https://www.rd.usda.gov/programs-services/rural-business-development-grants</a>	X		X	X				X	X	X	X		Tribes
U.S. Dept. of Commerce Economic Development Administration	Public Works Program	<a href="https://www.eda.gov/funding-opportunities/">https://www.eda.gov/funding-opportunities/</a>	X		X						X	X			

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
U.S. Dept. of Housing & Urban Development	Community Development Block Grant Entitlement Communities & State Administered Grant Programs	<a href="https://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs">https://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs</a>			X	X					X	X			
U.S. Fish & Wildlife Service	Jobs in the Woods Program	<a href="https://www.fws.gov/yreka/jitw.htm">https://www.fws.gov/yreka/jitw.htm</a>								X	X	X			
U.S. Forest Service	Rural Development Programs	<a href="https://www.rd.usda.gov/or">https://www.rd.usda.gov/or</a>	X								X				
U.S. Forest Service	Urban & Community Forestry Program	<a href="https://www.fs.fed.us/managing-land/urban-forests/ucf">https://www.fs.fed.us/managing-land/urban-forests/ucf</a>			X					X	X	X			
U.S. General Services Administration	Surplus Real Property Available For Public Use	<a href="https://www.gsa.gov/portal/content/102015">https://www.gsa.gov/portal/content/102015</a>				X				X	X	X			