

A photograph of a railway track curving through a forested landscape. The track, made of wooden ties and metal rails, leads from the bottom left towards the center of the frame. To the right of the track is a rocky embankment and a river with white water rapids. The background is a dense forest of evergreen trees on a hillside under a clear sky.

JOSEPH BRANCH RAIL-WITH-TRAIL CONCEPT PLAN

August 2015-DRAFT

Acknowledgements

Wallowa Union Railroad Authority

Mike Hayward
Steve McClure
Stephen Adams
Susan Roberts
Garrett Lowe
Gene Hardy
Mark Davidson
Joe Garlitz

Trail Concept Review Committee (TCRC)

The TCRC is composed of a broad range of interested parties who have given their time to this project including four work sessions to review work in progress and guide the Concept Plan. This includes citizens and elected officials from Union and Wallowa Counties who have provided guidance to the Oregon Parks and Recreation Department (OPRD) as well as Eastern Oregon University (EOU). The committee has met in work sessions to vet and develop project goals, draft community questions, and disperse information. Participants and invitees to the TCRC include:
Charlie Kissinger, Owner; CK Construction, Enterprise
Jody Berry, Owner; Wild Carrot Herbals, Enterprise
Doug McDaniel; Lostine
Brad Stephens; Joseph
Pat Hines, Co-Owner; Northwest Fence Company, Enterprise
Mary Hawkins, Office Manager; Wallowa Band Nez Perce Trail Interpretive Center, Inc., Wallowa
Rick Weatherspoon, Owner; Xtreme Computing, Elgin
Chris Horn, Owner; Elgin Boot-N-Saddle, Elgin
Ted Freels; Enterprise
Nils Christoffersen, Executive Director; Wallowa Resources, Enterprise
Bob Aschenbrenner; Adjacent Property Owner, Enterprise
Carey Miller, Archaeologist; Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Department of Natural Resources, Mission
Sara Miller, Economic Development Planner; Northeast Oregon Economic Development Department (NEOEDD), Enterprise
Ed Spaulding, President; Friends of the Joseph Branch, La Grande
Kim Metlen, President; Joseph Branch Trail Consortium (JBTC), Imbler
Stephen Adams, Member; Wallowa Union Railroad Authority Board, Enterprise
Dennis Sands, Mayor; Joseph
Susan Roberts, Commissioner; Wallowa County, Enterprise
Michele Young, City Administrator; City of Enterprise
Krag Norton, Mayor; City of Lostine
Vikki Knifong, Mayor; City of Wallowa
Alan Duffy, Mayor; City of Elgin
Nez Perce Tribe (an appointed representative was requested)

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Student Internship Advisory Committee

This group met on a biweekly to monthly basis throughout the project duration to facilitate student learning and to review student work. This group includes:
Terry Edvalson
John Baker
Kim Metlen
Sara Miller
Rocky Houston
Stephen Clements
Scott McConnell
Peter Maille
Randy Jones
Stephen Adams

Key Stakeholder Interviewers

This group of volunteers conducted the initial 26 interviews of community members:
Sara Miller
Vicki Searles
Ed Shaul
Dana Kurtz
Tim Funk
Terry Edvalson

JBTC Board of Directors

This group of trail advocates provided logistical/ community outreach support:
Penny Arentsen
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Sheri Stuart, OPRD Main Street Coordinator
Randy Jones, Eastern Oregon Regional Solutions Center

Many other citizens and organizations have been involved with the process of developing a Concept Plan. Hundreds of individuals attended the three sets of public meetings (9 total) held in Elgin, Enterprise, and Joseph/Wallowa, and many more participated in the public opinion survey.



Funding

This Concept Plan has been made possible from generous funding:

- Cycle Oregon Grants
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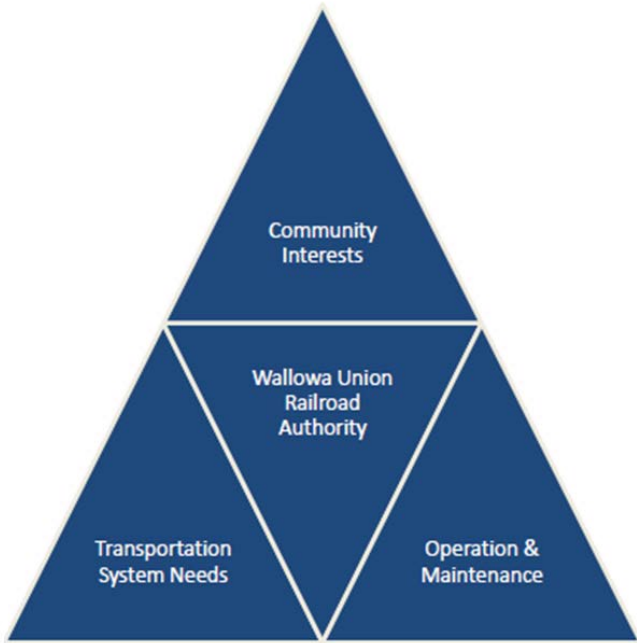
INTRODUCTION

The Vision

Since the Wallowa Union Railroad (WURR) was first constructed at the turn of the 20th century, it has been an important connector between Wallowa and Union Counties and the rest of the United States. It was used to as an economic engine to support the communities. It transported goods and people. The vision that created the WURR at the turn of the 20th century was present when the Wallowa Union Rail Authority (WURA) acquired the line at the beginning of the 21st century. They recognized the importance the WURR had for the local communities. This Concept looks to build on this vision and explore the opportunity of using the corridor as a recreation corridor while keeping any future rail use available and operational.

The (WURR), known locally as the Joseph Branch, is 63 miles long and connects Elgin in Union County with Joseph in Wallowa County. As is typical of the Northwest’s major trunk lines, the WURR follows the region’s waterways. The railroad follows the Grande Ronde and Wallowa Rivers. These waters flow into the Snake, then find their way to the Pacific Ocean via the Columbia River.

Demand for longer interconnected trails is increasing, as evidenced by the Statewide Comprehensive Outdoor Recreation Plan and the Oregon Non-Motorized Trail Participation and Priorities Report. The WURR provides an opportunity to create close-to-home and relatively flat trails.



The vision for the Concept Plan is to provide a comprehensive summary of the research and work completed during the past 18 months to assess the feasibility of creating a 63-mile rail-with trail along this historic track. It is a result of input from many sources, including but not limited to: neighbors, potential users; stakeholders; community members; elected officials; and local, state, and regional planners. This document provides a comprehensive vision for trail development. The plan provides multiple options for phasing, funding, trail types, and routing.

This document is the beginning of the collaborative and adaptive process needed to balance a variety of stakeholder needs and interests. It is an important jumping off point. If constructed, the Joseph Branch rail-with-trail would be the first of its kind in Eastern Oregon and, as such, would require more community planning and collaboration.

The Joseph Branch Rail-with-Trail concept has the potential to foster economic and natural resource benefits for the Northeast Region (Baker, Union, and Wallowa Counties) and Oregon. These include, but are not limited to, enhanced recreational opportunities, expanded tourism, community development, small business stabilization and expansion, multidisciplinary education and career development opportunities, and connection to and potential expansion of regional arts and cultural programs.

The Northeast Region already has a number of communities with intact historic downtown centers and an iconic working landscape defined by the area’s farms and ranches, and is distinguished by magnificent mountain ranges and river valleys. The development of rail-with-trail facilities could encourage additional visitors to the region, create new opportunities for the local economy, and enhance recreation and quality of life for local residents.



Planning Goals and Parameters

This Concept Plan was commissioned by the Wallowa Union Railroad Authority (WURA) to assess views and desires of the community and stakeholders about the possibility of developing a rail-with-trail in Union and Wallowa Counties. Determining whether a trail is generally desirable, and if so, what that trail should look like, and how it should be developed were the goals of this study. This study is the culmination of numerous public meetings, work sessions, outreach events and research regarding how trail development could be accomplished to meet the stated interests of residents and advocates.

The planning process has been guided by three basic tenets set forward by the rail corridor owner, WURA. These are:

- The rails will remain in place and fully functional
- No funding for development will be provided by WURA
- A decision about whether or not to proceed with trail design and development will be made by WURA at the end of the concept planning process



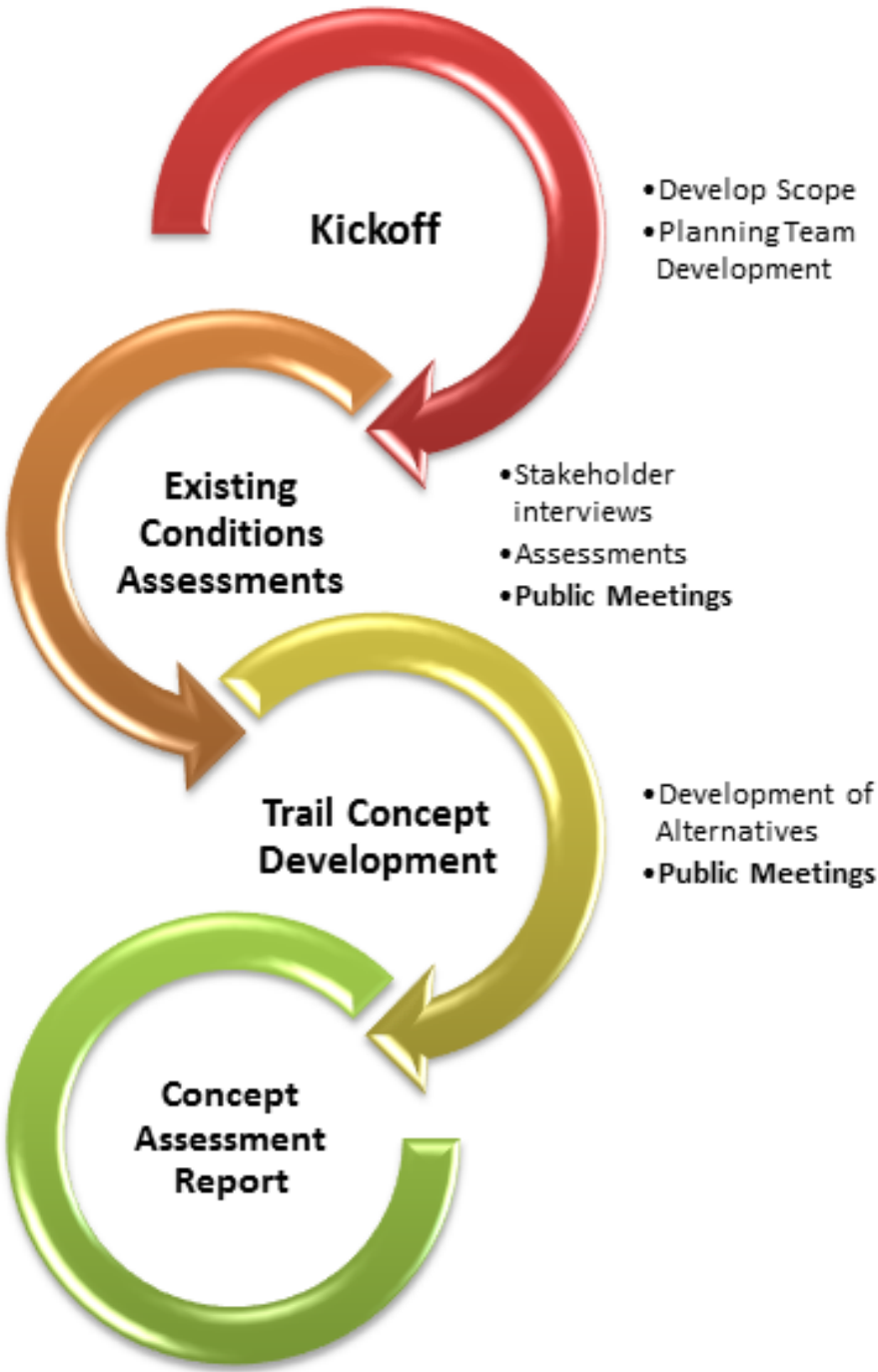
Planning Process

In 2012, a group of rail-with-trail proponents approached WURA to investigate the opportunity for development of a rail-with-trail along the 63-mile stretch of rail corridor from Elgin to Joseph. The Oregon Parks and Recreation Department (OPRD) was approached to assist in facilitating the concept planning process and providing technical assistance to WURA and the proponent group. OPRD’s Trail Network Team staff began working with WURA and partners in 2013 and settled on a scope of work for the Feasibility Study and Concept Plan in early 2014.

A Memorandum of Understanding was developed between Eastern Oregon University (EOU), Eastern Oregon Regional Solutions Center (EORSC), and WURA to define the roles of each agency during evaluation of the trail concept. The University of Oregon (UO) also agreed to provide additional support for the study. EORSC, OPRD, and the EOU Student Internship Advisory Team provided assistance to a designated student project manager and three student interns. Composition of the Student Internship Advisory Team varied for each work task, but always included an EOU student advisor and representation from EORSC and OPRD.

A scope of work was developed to define specific work tasks and identify the lead entity for each project element. A timeline was developed to correlate with EOU’s academic schedule and the involvement of the Student Internship Advisory Team. The project was broken into three phases: Existing Conditions Assessment, Trail Concept Development, and the Trail Concept Report and Review. The project kicked off in June 2014 and the first public meetings were held in December 2014.

The center of the planning process has been the EOU rail-with-trail website, www.eou.edu/rails-with-trails, which facilitated communication among stakeholders, students, proponents, opponents, and interested parties. The website was activated in June 2014 and had hundreds of views, providing easy access to all the resources gathered during the study. The website is as an essential point of contact for the public and was a key component in the survey process. Without the website, crucial feedback and discussions with the public would have been lost. The site provided event and news updates during the project. In addition to the website, outreach was conducted through face-to-face meetings, presentations, phone calls, emails, social media, newspapers, radio interviews, and fliers.



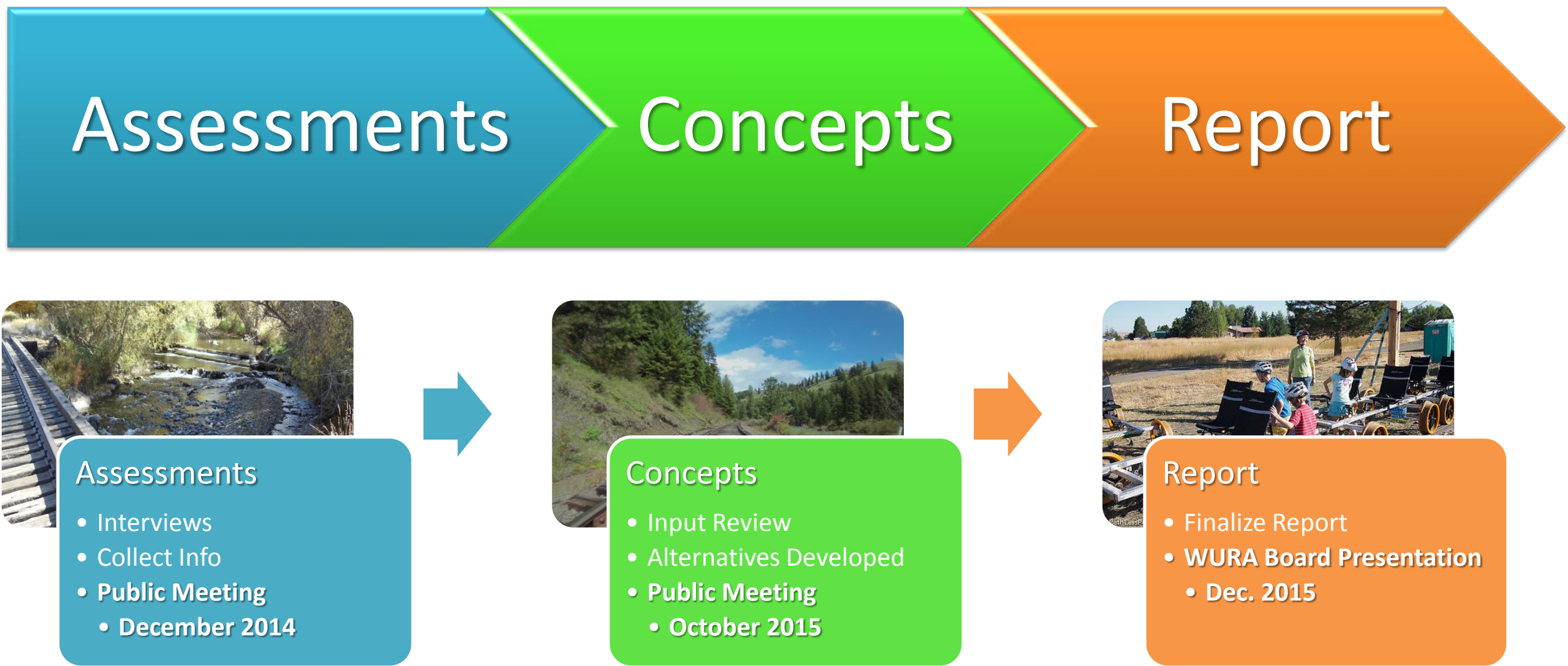
Project Timeline

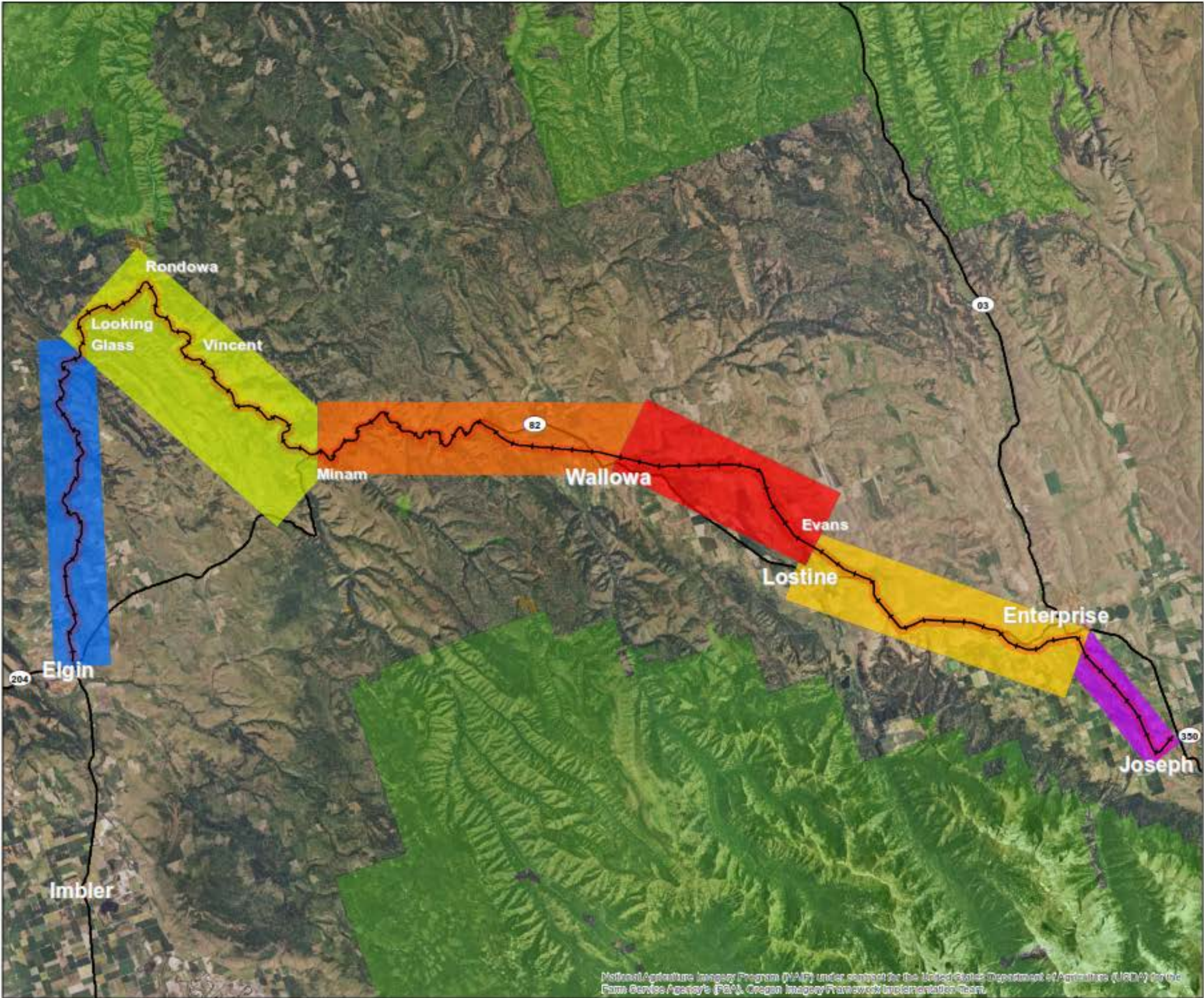
The specific schedule of deliverables and meetings is available on the EOU project website.

Student Internship Advisory Team meetings were held monthly or bimonthly depending on the need for coordination, beginning in June 2014 and concluding in December 2015. These meetings included faculty and community advisors and the graduate student project manager.

Undergraduate internship coordination meetings were held weekly beginning in January 2015 and concluding in December 2015. These meetings included the three Eastern Oregon University (EOU) undergraduate student interns, graduate student project manager, and faculty and community advisors as needed.

The general schedule of deliverables is provided below:





**Joseph Branch Rail-with-Trail
Existing Conditions
Assessment**

Joseph Branch Corridor

- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

Planning Segments

- Segment Name**
- Elgin to Looking Glass
 - Enterprise to Joseph
 - Looking Glass to Minam
 - Lostine to Enterprise
 - Minam to Wallowa
 - Wallowa to Lostine



0 1 2 4 Miles

Corridor Ownership

The Wallowa Union Railroad Authority (WURA), a public governing body comprising county commissioners and citizens from Union and Wallowa Counties, purchased the 63-mile rail line between Elgin and Joseph in 2001. The line was purchased through a state loan through Business Oregon. In 2013, they retired the debt. The purchase of the line secured a significant economic asset worth nearly \$10,000,000.



This potential trail is only one element in WURA's broader mission as a public entity responsible for preserving its right-of-way and rail infrastructure in the entire 63-mile corridor of Wallowa Union Railroad track from Elgin to Joseph. WURA seeks to keep the line connected to the national rail network and available for rail operations indefinitely. At the time of this report, WURA is debt-free and has never received local taxpayer support.

The railway is currently broken into two segments operationally. There is an active segment from Elgin to Minam, roughly 26 miles. The other segment, from Minam to Joseph, is not active and has approval from the Surface Transportation Board (STB) to be maintained at a reduced level. This allows WURA to reduce their maintenance costs, given the level of use on the line.

Railways are governed by the federal government through the STB. WURA was established to operate the railway in accordance with STB regulations. The railway is an active rail corridor, meaning that it is part of the national rail freight network and has trains operating on the line.

WURA policy since its formation in 2001 has been to maintain both its corridor and its rails in perpetuity for all forms of economic development in Wallowa and Union Counties. It has collaborated with many entities,

including excursion train operators, shippers, railbike entrepreneurs, speeder groups, and fishing and rafting groups.

WURA takes the long view when considering its fiduciary responsibility for the future of economic development in Wallowa and Union Counties. It has taken careful note of the significant impact on its host counties of unpredictable, decades-long changes in the regional economic climate.

Excursion Train

The Eagle Cap Excursion Train has operated on the rail since 2004 through the efforts of the non-profit Friends of the Joseph Branch. The excursion train operates from Elgin to Minam, generally from Mother’s Day to Halloween, with one trip per week on Saturdays (except for the Sunday Mother's Day train).

Members of the Friends of the Joseph Branch serve as volunteer engineers, carmen, conductors, and car hosts on excursions. They work with WURA on projects that improve the looks and comfort of the passenger equipment owned by WURA, the depot, and boarding sites.

Rail Bikes

The only other current regular use of the rails is the weekly rail bike excursions that operate between Enterprise to Joseph and from Minim to Wallowa. This operation is seasonal during summer months.

Rail-with-Trail

A trail in the rail right-of-way is an allowed use for active railways. There are over 164 examples nationwide where rail-with-trails exist. WURA has concluded that a potential rail-with-trail is an allowed use for this resource. All uses of the corridor must be compatible with existing and future railroad operations (including possible expansion). Corridor uses must also fully meet Federal Railroad Administration (FRA) and Oregon Department of Transportation (ODOT)-Rail operating and safety requirements. The FRA and ODOT are the two agencies with regulatory authority over the rail.

If a rail-with-trail is developed, WURA would need to develop policies on how existing rail use operations would function with a trail in the right-of-way. These policies would affect trail design, trail crossings, train operations and potentially other items.

Liability

In general, an active railroad is not open for public use. A Rail-with-Trail (RWT) requires the rail operator and the trail organization (if two different entities) to enter into an agreement that would address indemnification, liability insurance and/or other requirements. These agreements establish clear responsibilities and expectations of each party.

A trail alongside an active railroad has inherent liability concerns relating to safety. Rail-with-trail projects can increase the number of people present in the rail right-of-way and could increase the number of people exposed to potential for injury from railroad operations. Most states, including Oregon, have recreational use statutes that limit or eliminate the liability of the property owner when they allow their property to be used without charge for recreational purposes.



In terms of damage or vandalism to rail facilities, this rail corridor is already used by the public. Creating a trail will provide a specific location in the corridor for people to access. More users also means more eyes on the trail, which has been shown to reduce incidents of vandalism and increase personal safety.



ASSESSMENTS

Natural Resources

Study Area

The study area for this project encompasses the entire 63-mile long rail corridor and an approximately 100-foot wide corridor. The corridor runs through forested areas, wetlands, agricultural plains, and steep canyons. The Wallowa Mountains provide a backdrop for much of the corridor. Natural resources are generally described below, and more detailed information can be found in Addendum A, Existing Conditions.

The Joseph Branch Corridor was divided into six segments as a part of the assessment process. The segments were chosen based on logical destinations using towns, communities, or other geographical markers. This allows the assessment to focus on key features of each segment to facilitate conversations about planning and development. The six segments are listed in the table below.

Joseph Branch Corridor Planning Segments

| Section Name | Length |
|-----------------------|--------|
| Elgin to Lookingglass | 13.01 |
| Lookingglass to Minam | 13.28 |
| Minam to Wallowa | 12.79 |
| Wallowa to Lostine | 8.14 |
| Lostine to Enterprise | 10.05 |
| Enterprise to Joseph | 5.75 |
| Total Miles | 63.02 |

Topography

The rail line traverses a variety of topographic features. It begins in the city limits of Elgin, travels through flat farmland, enters a steep canyon defined by the Grande Ronde and Wallowa Rivers, emerges into the open grasslands of Wallowa/Lostine, and ends in the City of Joseph, with the Wallowa Mountains framing the final segment of the journey. The unique topography of each section is described below.

Elgin to Lookingglass: The segment begins within the city limits of Elgin. Quickly, the setting turns into actively managed agrarian landscape that is moderately flat. After two miles, the rail right-of-way transitions into a narrow, steep canyon. The defining feature is the Grande Ronde River as it carves its way through moderately conifer forested slopes. Through the canyon are signs of actively managed lands and old roads. However, most of the segment is inaccessible to motorized vehicles.

This segment begins at Moses Creek, with the crossing of the river by Yarrington Road and ends with the few homes at Lookingglass Creek. The Lookingglass Fish Hatchery on Lookingglass Creek cannot be seen from the rail right-of-way.

Lookingglass to Minam: This segment is a narrow, steep canyon. The defining features are the Grande Ronde and Wallowa Rivers as they carve their way through large meadowed slopes on the east face and moderately conifer forested slopes on the west face. Through the canyon, there are signs of actively managed lands and old roads. However, most of the segment is inaccessible to motorized vehicles.

This segment has two defining features in the canyon. The first is the confluence of the Grande Ronde and Wallowa Rivers. The Grande Ronde begins as a Wild and Scenic river at this location. The second is Minam State Recreation Area. It provides camping and day use on the west side of the river.

Minam to Wallowa: The defining features are the Wallowa River and the Wallowa Valley. The river carves its way through a steep and tight canyon with heavily conifer forested slopes to the south and a barren grassland to the north. As the rail right-of-way leaves the canyon, the big sky country of the Wallowa Valley opens up. The Wallowa Valley is framed with the northern slope of the Wallowa Mountains on the south and a gentle rise of hills to the north.

Wallowa to Lostine: The segment is wide open, with low grassland mountains rising to the north and a large, ever-widening valley to the south, where it meets the north slope of the Wallowa Mountains. The

defining features of this segment are the Wallowa River and the grasslands.

Lostine to Enterprise: This segment is wide open, with low grassland mountains rising to the north and a large, ever-widening valley to the south, where it meets the north slope of the Wallowa Mountains. The defining features of this segment are the Wallowa River and the grasslands.

Enterprise to Joseph: This segment is wide open grasslands, with the Wallowa Mountains rising to the south. The defining features of this segment are the mountains and the grasslands.



Natural Resources



Vegetation

Vegetation varies throughout the corridor and is defined by historic farmland, mature forestland, thriving riparian communities, and undeveloped grasslands. The dominant vegetation of each segment is described below.

Elgin to Lookingglass: Beginning in Elgin, a majority of the forest along the corridor is mature and between 40 and 100 years old. Dominant species include lodgepole pine, Douglas-fir, subalpine fir, and ponderosa pine. Shrubland vegetation, grasslands, meadows, and riparian communities add to the botanical and habitat diversity. The area is developing a stable and natural understory shrub and herb composition.

Lookingglass to Minam: The west slope of the canyon is forested, whereas the east slope of the canyon consists of open meadows. A majority of the forest along the corridor is mature and between 40 and 100 years old. Dominant species include lodgepole pine, Douglas-fir, subalpine fir, and ponderosa pine. Shrubland vegetation, grasslands, meadows, and riparian communities add to the botanical and habitat diversity. The area is developing a stable and natural understory shrub and herb composition.

Minam to Wallowa: Interagency Mapping and Assessment Project (IMAP) and Oregon Department of Forestry (ODF) Stand Level Inventory (SLI) data was used to map the age class across this segment’s corridor. A majority of the forest along the corridor in the canyon is mature, between 40 and 100 years old. Dominant species include lodgepole pine, Douglas-fir, subalpine fir, and ponderosa pine. Shrubland vegetation, grasslands, meadows, and riparian communities add to the botanical and habitat diversity. The area is developing a stable and natural understory shrub and herb composition.

The valley is dominated by riparian vegetation along the river and open grasslands that are actively managed for livestock and hay.

Wallowa to Lostine: Grasslands, meadows, and riparian communities are the primary vegetation patterns through this segment. A majority of the vegetation is actively managed for grazing and hay production.

Lostine to Enterprise: Grasslands, meadows, and riparian communities are the primary vegetation patterns through this segment. A majority of the vegetation is actively managed for grazing and hay production.

Enterprise to Joseph: Grasslands, meadows, and riparian communities are the primary vegetation patterns through this segment. A majority of the vegetation is actively managed for grazing and hay production.

Rivers

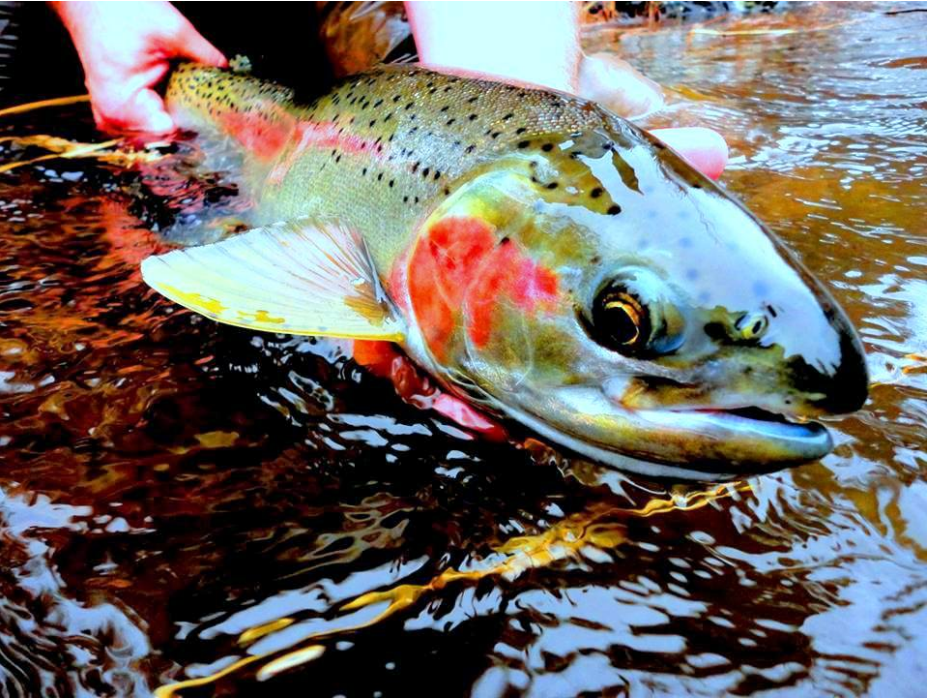
A significant portion of the corridor is adjacent or near to rivers. Beginning in Elgin, the Grande Ronde River drains parts of the Blue Mountains. Due to the relatively low elevation (7,700 feet) of the Blue Mountains, early snowmelt can lead to low flows in the late summer and impact water quality.

The Wallowa River drains the Wallowa Valley and a portion of the Wallowa Mountains. It is predominantly fed from snowmelt. It is dammed at Wallowa Lake for irrigation diversion. The river is dependent on snowmelt, which can lead to low flows in the late summer and impact water quality.



Fisheries

The Grand Ronde River and Wallowa River support populations of spring Chinook salmon, summer steelhead, bull trout, and mountain whitefish, as well as other species. The river has a sport steelhead fishery and has some tribal fishing for spring Chinook.



Wenaha Steelhead (Photo Credit: Kyle Bratcher)

Wildlife

The Grande Ronde and Wallowa rivers today are popular destinations for hunting, especially for game animals such as mule deer, elk, black bear, cougar, and bighorn sheep. Fishing, rafting, and hiking are also popular along the designated Wild and Scenic portion of the rivers.

The Wallowa segment is habitat for game animals such as mule deer, elk, black bear, cougar, and bighorn sheep. Wolves have returned to the Wallowa Mountains in recent years.

Cultural and Historical Resources

The Wallowa Valley and surrounding areas has a rich history of people connecting to the incredible landscape. Numerous cultural and heritage resources reflect the history and continuing evolution of Native American culture, farming and ranching practices, recreation, arts engagement, and business development throughout the area.

Together, the Cities of Wallowa, Lostine, Enterprise, and Joseph, along with county-wide resources, offer excellent opportunities to engage in heritage, arts, and humanities. Elgin, located in Union County, is included in this analysis of the Wallowa Valley because of its proximity to the rail corridor. These cities enhance the economy and livability for the community and provide authentic experiences for tourists.

The Oregon State Historic Preservation Office (SHPO) report on this area can be reviewed in Addendum B, Wallowa Valley Cultural and Heritage Resources Report. Heritage resources were measured based on criteria of heritage excellence established in the All-Star Heritage Community Program of the Oregon Parks and Recreation Department (OPRD). Historic properties were assessed based on the historic survey guidelines of SHPO. Other cultural resources considered were libraries, art centers, art galleries, theaters, community centers, Century Farms and Ranches, granges, and other cultural organizations, historic tours, and farmers markets/stands.

Historic Properties

Twenty-eight historic properties in the five cities are listed in the National Register of Historic Places. Several ranger and guard stations throughout the county are listed. The Nez Perce Traditional Site and Wallowa Lake (Chief Joseph Cemetery) are listed. Chief Joseph's Cemetery is a National Historic Landmark.

Preservation Program

Enterprise is the only community with an active preservation program. The City has a historic commission in place to move forward preservation work in the community. The City and commission also promote preservation through public education projects such as interpretive panels, awards, and tours.

Museums

The Elgin Area Historical Society Museum is in Elgin. Wallowa houses the Wallowa Band Nez Perce Trail Interpretive Center and the Wallowa History Center. The Wallowa County Museum and the Maxville Interpretive Center can be found in Joseph. Wallowology is an interpretive center for natural history, geology, and more.

Public Education

Each community has a historic walking tour brochure, and there are two county-wide heritage tour brochures in Wallowa County. Other public education activities include interpretive panels in Elgin, Enterprise, and Joseph. Sunrise Iron is an antique tractor exhibit on a working farm outside of Enterprise.

Tourism/Chamber

Elgin, Enterprise, and Joseph have Chambers of Commerce that promote tourism opportunities. The Wallowa County Chamber of Commerce is based in Enterprise. Oregon Travel Experience has one Heritage Tree designation in Wallowa County. The Indian Village Grove near the Nez Perce National Historic Trail is a grove of ponderosa pines with oval scars that provide evidence of the traditional spring camp of the Nez Perce. Oregon Travel Experience also has two historical markers in the Wallowa Valley, both near Wallowa Lake. One discusses the Nez Perce and the other discusses the lake itself.

Public or Historic Records and Photo Archives

Elgin has local historical records and photographs housed at the Elgin Area Historical Society Museum. The Wallowa History Center in Wallowa keeps local history records and has some family photographs. The County Courthouse in Enterprise houses extensive public records. The Wallowa County Museum and the Josephy Center for Arts and Culture in Joseph both maintain local history records and photo archives.

Oral Histories

The Elgin Area Historical Society Museum and the Wallowa History Center have some oral histories. The Wallowa County Museum in Joseph has a large collection of oral histories. The Josephy Center for Arts and Culture is actively collecting oral histories.

Heritage Events

The largest ongoing event in the Wallowa Valley is the Wallowa County Fair. Other events include the Chief Joseph Days Rodeo and the Wallowa School Reunion.

Historic Cemetery Designation

Historic cemeteries have been listed with the Oregon Commission on Historic Cemeteries. Elgin, Wallowa, and Enterprise each have five and Lostine and Joseph each have two historic cemeteries.

Cemetery and Genealogical Records

Cemetery records are strong and have been provided to the Oregon Commission on Historic Cemeteries. Other genealogical research can be completed at the Elgin Area Historical Society Museum, Wallowa History

Center, Wallowa County Museum, and the Latter Day Saints Church in Enterprise.

Historic Theaters and Companies

Elgin and Enterprise both have historic theaters. Wallowa has a historic theater building, which has been significantly altered on the interior, but could be brought back to use. Elgin has one company, and a valley-wide program is based in Lostine.

Long-term Local Business

There are several long-term businesses in the area, and many more may be undocumented here. The oldest continually operated business in the Wallowa valley is the M. Crow & Co. store in Lostine, open over 100 years.

The Wallowa County Chieftain has been published since 1884. Wallowa Title Company and Bollman Funeral Home have been in business approximately 50 years. The lumber company and hardware store in Joseph have been in business over 50 years.

Library

The Wallowa County library based in Enterprise serves the entire county. Elgin, Wallowa, Enterprise, and Joseph have city libraries.

Community and Arts Centers

Elgin, Joseph, and Enterprise have community centers and Wallowa has a senior center. The Wallowa Valley Arts Center and the Josephy Center for Arts and Culture are both located in Joseph.

Other Cultural Organizations

Enterprise is the home to Fishtrap, the Wallowa County Music Alliance, and the Bowlby Arts Group. Joseph has the Wallowa County Photo Club. The Wallowa Mountain Quilters Guild is based in Joseph.

Granges

Each community has a grange facility and organization.
Elgin - Rockwall #679
Wallowa - Wallowa Grange #603
Lostine - South Fork #605
Enterprise - North End #820
Joseph - Hurricane Creek #608, Liberty #613
Century Farms and Ranches
Wallowa County has 18 Century Farms designated with the state program.

Downtown Assessment

Downtown Assessments on each community were conducted as a recommendation of the Wallowa Valley Cultural and Heritage Resources Report. The entire Downtown Assessment can be reviewed in Addendum C, Downtown Assessment Report: Elgin, Wallowa, Lostine, Enterprise, & Joseph

Oregon Main Street conducted preliminary Downtown Assessments for Elgin, Wallowa, Lostine, and Joseph as part of the Wallowa Union Rail with Trail Concept study process for the Wallowa Union Railroad Authority. Each of the communities was asked to form a three-to-four person group to review and complete a Downtown Assessment Survey and an Assets and Liabilities Checklist. The communities were assisted by board members of the Joseph Branch Rail-With-Trail Consortium. The Oregon Main Street coordinator visited each community in mid-November of 2014. Meetings were scheduled with the stakeholder groups in Elgin, Wallowa, Enterprise, and Joseph to check in, share information about Oregon Main Street, and answer questions. The Downtown Assessments evaluated each downtown’s assets, issues, and opportunities.

The nationally recognized Main Street Four-Point Approach® to downtown revitalization was used as the basis for the Downtown Assessments for each community. These elements included organization, promotion, design, and economic restructuring.



Elgin has a “hometown feel” with a cluster of downtown historic buildings housing a variety of service, retail, and eating establishments. Home to the Elgin Opera House, downtown has the potential to strengthen cultural amenities to build off this significant asset.

The Wallowa Valley is a place of spectacular natural beauty with outstanding outdoor recreational opportunities including hiking, fishing, and rafting. It is also dotted with a variety of small communities each with its own distinctive personality:

Wallowa has an emerging business cluster that is appealing to both local and visitor traffic. The new Pit Stop Barbecue, Little Bear Drive-in, Blonde Strawberry, and the Main Street Grill are just part of a food niche that is developing. With many buildings that maintain their historic character, downtown Wallowa has definite potential for inviting people to stop, linger, and stay.



Lostine has a quirky character reflected in the mix of businesses, from M. Crow & Co. to the Lostine Tavern to the Blue Banana. Notably, many of the businesses showcase locally made products and food items.



Enterprise, as the County seat, has a solid mix of retail, service, and professional businesses and also serves as a medical hub. It has an outstanding collection of historic buildings and has already nominated all of the significant, eligible buildings to the National Register of Historic Places.

Joseph has a very vibrant downtown with strong curb appeal and a pleasing pedestrian environment with a noteworthy collection of bronze sculptures. The “arts” are very much front and center. A solid business mix and low vacancy rate add to the sense of vitality. The entire city has been recognized as an Arts and Cultural District.



While each community has its own identity, there are also some key themes:

- History and heritage run deep and are a source of community pride.
- The downtowns in each community still serve as community gathering spaces – places for events and activities and places for community members to interact, from the Bowlby Bash in Enterprise to the Lions Holiday Parade in Elgin.
- The downtowns still have viable businesses that meet the needs of residents but also have the potential to bring in outside tourist income.
- Historic buildings add to the character of each community, although many are in need of repair or some level of restoration. In addition, some of the storefronts present a tired, outdated appearance that is a barrier to drawing in new customers.
- The area is rich with creative talent. The performing and visual arts are represented in all forms, from writers to sculpture artists, photographers to painters, actors to musicians. In addition, creativity is also reflected in the talents of many of the business owners who feature locally made food and craft items, from Wild Carrot in Enterprise, to the farm-to-table mission of the Lostine Tavern, to Dry Creek Design, an emerging new business in Wallowa that repurposes furniture and found items into new uses.
- Connection to nature and the sheer beauty of the area are important factors in both drawing and keeping people as residents.
- Pedestrian scale improvements are needed in most of the communities. This is especially important with the highway running through all the downtowns.
- Many of the communities have already had multiple plans/reports/studies conducted with a lot of good information and recommendations. What is lacking is the organizational structure and support to move forward with implementation.

Planning Context

The development of a rail-with-trail is supported by numerous state and local planning documents.

Recreation Plans

The Statewide Comprehensive Outdoor Recreation Plan 2013-2017 conducted surveys of Oregonians to determine the most needed recreational amenities. The top priorities identified by Oregonians through an Oregon Parks and Recreation Department (OPRD) administered survey included soft surface walking trails, waterway access, playgrounds with natural materials, picnic areas, and off-street bicycle trails. Union County public recreation providers indicated community trail systems as the highest priority need for the county. Wallowa County public recreation providers indicated that soccer fields were the highest priority. Union County and Wallowa County residents listed access to waterways as the top priority and dirt/other soft surface walking trails and paths as the second most needed priority (OPRD, 2013).

State Trails Plan

Oregon is in the process of updating its statewide trails plan. Survey data relating to non-motorized trails has been gathered and indicate the need for greater trail connectivity and funding for trail maintenance and construction (OPRD, 2014).

Transportation System Plans

The Union County Transportation System Plan was drafted in 1999 and indicated pedestrian trails and bike paths as a moderate priority mainly for commuting purposes (Union County, 1999). The Wallowa County Transportation System Plan was drafted in 2001 and conversion of rails to horse, hiking, and/or bike trails was considered, but it was noted that this idea was not embraced county wide. Numerous options (paving, dirt, completing only some segments) were discussed and it was concluded that “this project, in some form, should be included in the plan” (Wallowa County, 2001, p. 7-21).

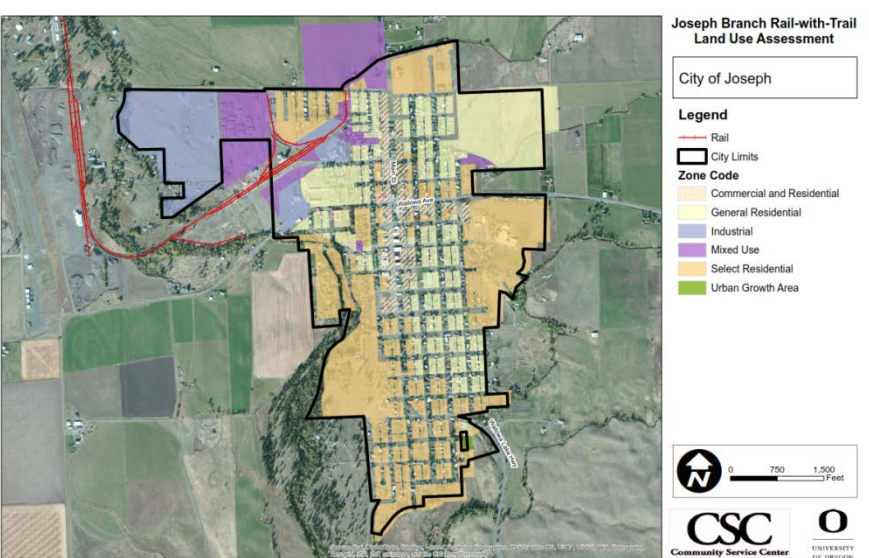
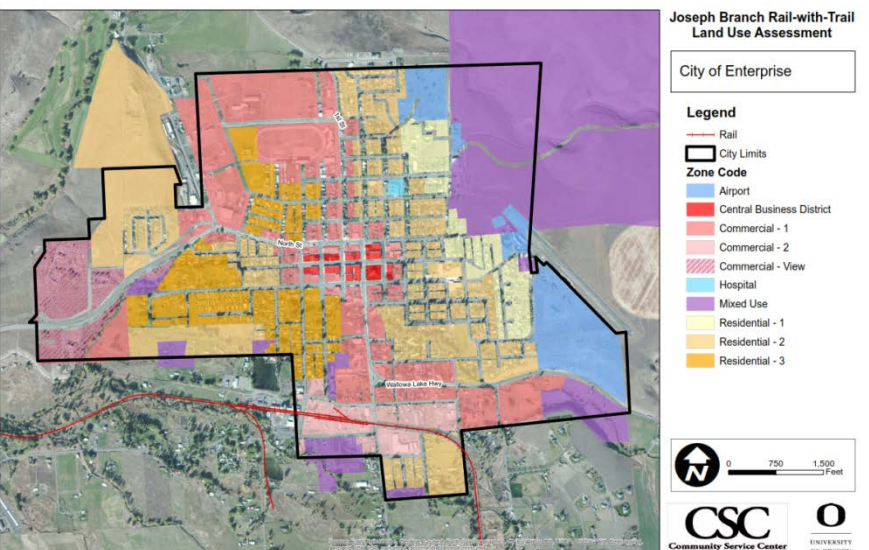
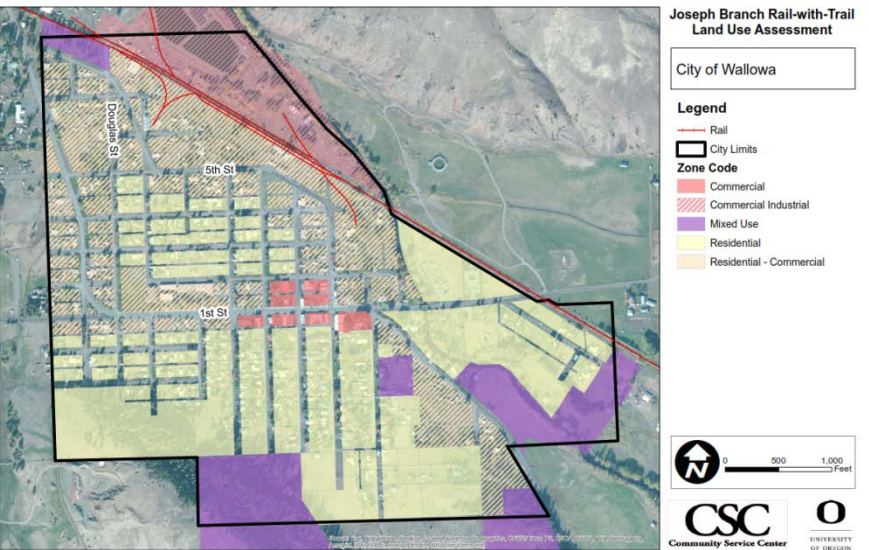
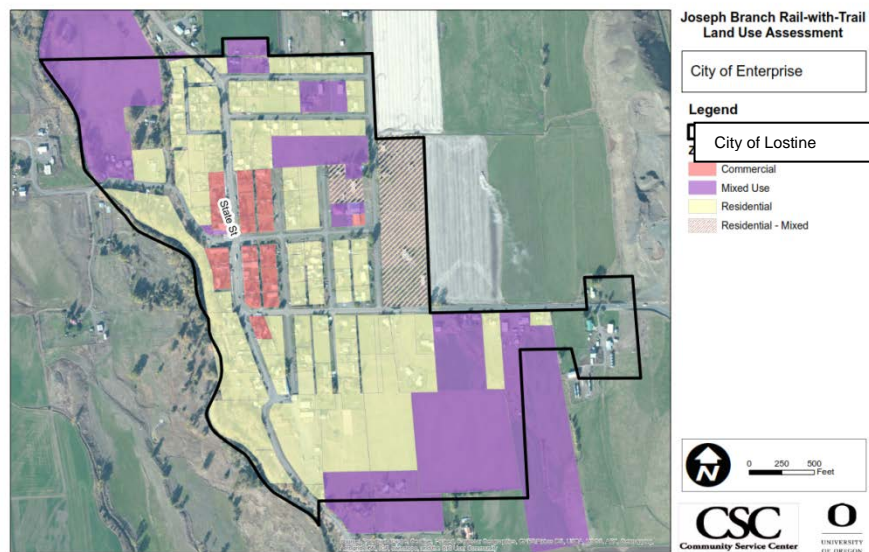
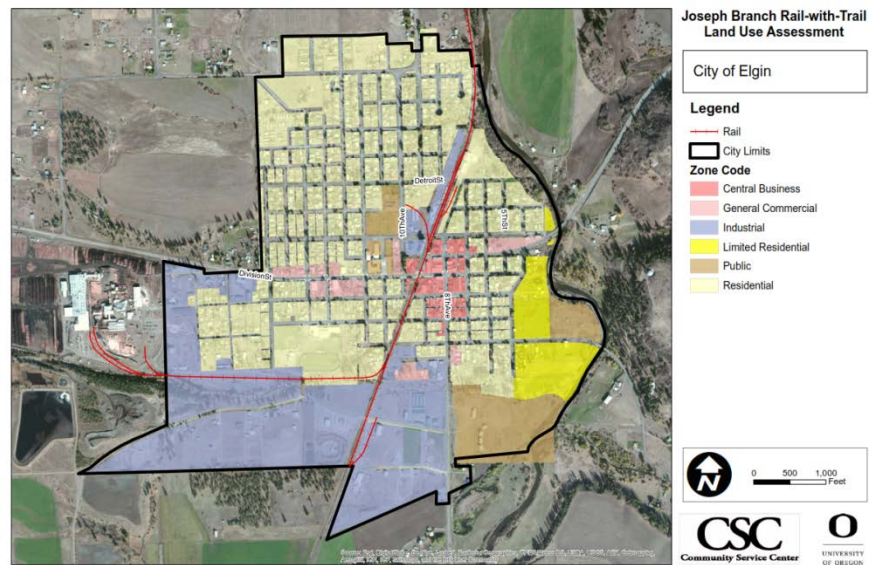
Land Use

A land use assessment was conducted by the University of Oregon in 2014 and included a review of planning documents and tax assessor data for Union County, Wallowa County, and incorporated communities along the rail corridor. This section includes the results of a spatial analysis of the land uses and zoning designations in the incorporated cities along the rail corridor. The analysis was conducted using Geographic Information System (GIS) software. Current land use was determined from property codes based on the State of Oregon’s Property Classification System. Zoning was determined based on zoning codes listed in the GIS tax assessor data. When possible, these codes were cross-referenced with zoning codes found in the planning documents of corridor cities.

Land Classifications

The rail corridor itself is owned by the Wallowa Union Railroad Authority and as such is zoned as a transportation corridor. A trail would be an allowable use of this corridor.

The Land Use Assessment can be reviewed in Addendum D, Land Use Assessment.



Existing Recreational Opportunities

Regional recreational opportunities are abundant and vary from segment to segment. Opportunities in each area are discussed below.

Elgin to Lookingglass: This segment provides access to swimming, fishing, hunting, wildlife viewing, and paddling. The Eagle Cap Excursion Train leaves from the newly constructed Elgin Depot.

Lookingglass to Minam: In this segment, the Minam State Recreation Area provides parking, day use, camping, and hiking. This segment also provides access to swimming, fishing, hunting, wildlife viewing and paddling.

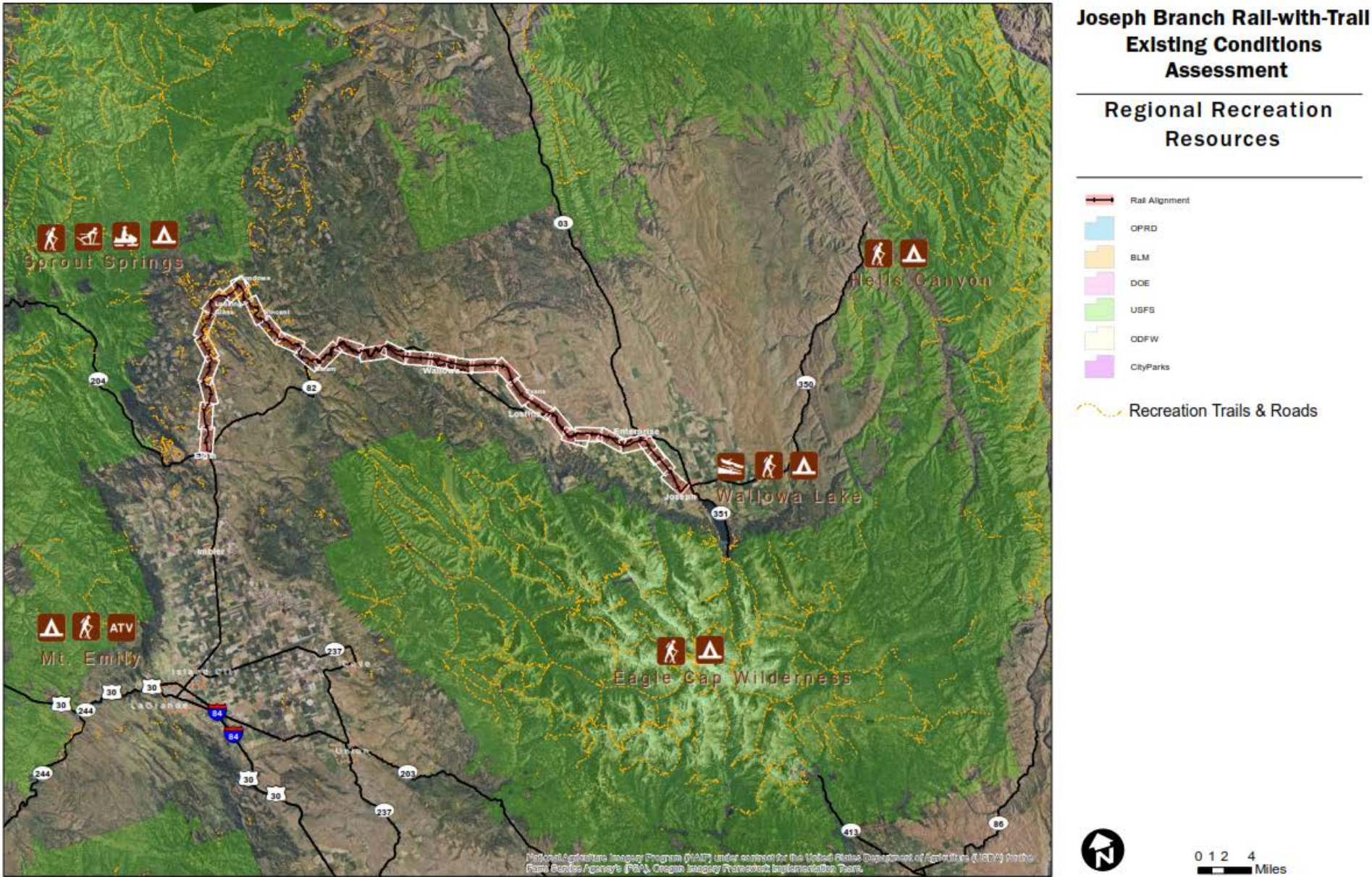
Minam to Wallowa: There are primitively developed recreation sites along the Wallowa River; however, they lie on the other side of the river from the rail. They provide parking, day use opportunities, fishing access, and access for paddlers.

Wallowa to Lostine: There is an existing Nez Perce Homeland gathering and recreation facility at the base of Tick Hill, just northwest of Wallowa. There are no other developed facilities outside of the City of Wallowa.



Lostine to Enterprise: The Wallowa Fish Hatchery backs up to the rail right-of-way. Marr Pond is a semi-developed natural area next to the rail right-of-way and is identified as a potential day use site; there are no camping sites in this segment. The Terminal Gravity tasting room is one block north of the rail right-of-way.

Enterprise to Joseph: There are no developed facilities along the rail right-of-way. The Joseph Rodeo Grounds are across the street from the terminus of the route in Joseph. Wallowa Lake is a major destination in this area.



Public Opinion Surveys

Key Stakeholder Interviews

Understanding local concerns, goals, and plans for the region was essential for the concept plan. The goal of the interviews was to gauge the support and identify concerns related to the concept of a rail-with-trail being built in Northeast Oregon. These surveys indicated that enough interest and support was present to move on a wider review of public support. The entire survey can be reviewed in Addendum E, Key Stakeholder Interview Report.

Between the months of July to September 2014, six volunteers conducted interviews to gather the opinions of local stakeholders who would be affected by the creation of the 63-mile trail. The interviewers were focused on evaluating the social component of the Joseph Branch Rail-with-Trail project. A pool of 60 community members was identified and 26 were interviewed. Those selected for the survey were not randomly chosen from the community. The pool was chosen to ensure representation of landowners, those new to the area and longtime residents and a variety of occupations found along the corridor.. The interviewers asked the same set of questions to each interviewee. Each interview lasted between 45 and 90 minutes and was full of detailed oral histories and localized narratives of the role of growth, change, and community in Northeast Oregon.

The survey’s results were combined and then analyzed. In the group, 14 of the 26 interviewed lived adjacent to or within 1 mile of the trail, and over half of those interviewed have lived in the region for more than 16 years. Occupations varied. Those interviewed were split evenly between women and men. Overall, the group was fairly diverse.

The survey showed a majority of those interviewed expressed support for the trail and were cautiously optimistic. There were many concerns about logistical and social impacts from the trail and how the trail would affect those living nearest to it. The survey results showed concern for the impact the trail may have on the environment and if building it was technically feasible in this region.

A concern was raised for the lack of jobs in the region which had historically been natural resource related jobs. Those jobs had historically supported the communities adjacent to the rail. This lack of jobs has created a shift in the community’s demographics as young people leave the area due to lack of employment opportunities. While many surveyed agreed that tourism was part of the answer, it was not seen as the complete answer. Additionally, the survey identified a desire to retain the region’s most valued qualities of nature, wilderness, natural resources, and agriculture. The survey identified varied opinions to the trail. The

spectrum of comments was from a waste of money to a synergistic asset connecting communities. The results of the stakeholder interviews indicated the need to determine the opinions and values of the greater population.

Selected quotes from the interviews are included below.

We need to find other ways to make our physical resources work for us. Tourism is not the total answer... However, it is critical considering the few resources we can exploit in this rural area.”

“By linking towns, the trail will spread out visitors, getting people away from Joseph and the lake to explore other communities.”

“We need more collaboration between different sectors of the community (political, tourism/business, university, hospital, and small communities all coming to the same table for larger discussions).”

“The trail probably won't contribute in a significant way. I see the cost of development and maintenance will out-spend any benefit to the economy.”

“The trail will be an asset... The trail, combined with the railroad, will be synergistic, supporting each other through increased visibility and creating new opportunities.”

Public Opinion Surveys

Public and Voter Opinion Polling

In order to gather opinions from the public regarding the potential trail development and design, a survey was developed and administered. The survey was used to determine the public’s opinions of trail design alternatives, as well as to identify issues surrounding the concept of building a rail-with-trail.

Methods for this survey were based on Don Dillman’s methods for public opinion polling (Dillman, 2009). The survey was administered to two distinct groups: a probability or random sample (survey sample) of registered voters in Union and Wallowa Counties with zip codes near the rail corridor, and a non-probability sample (general survey) of the general public. Having these two separate groups allowed for an unbiased survey with a measurable sampling error, while ensuring all voices were heard and could be reviewed.

The survey sample sought input from those who live in the counties of the projected trail. Their responses were valued since they have the highest potential to use the trail the most, would likely benefit the most from having the trail built or possibly be adversely impacted. The l public survey provided input from anyone interested in completing the survey voluntarily. These survey respondents were not limited by location or residency, and this additional data was important to understanding the broader opinions of the proposed trail to the community.

Voting registration records were used to develop the survey sample. This included registered voters in Union and Wallowa Counties with zip codes near the rail corridor. Approximately 10% of the total voters in each county were selected to be part of the sample. 550 were selected to participate in the probability sample survey. A cover letter, survey, and stamped return envelope were sent to every participant. The participant could complete the paper survey or completes and online version of the survey that was accessed through using a unique identification number found on the paper version of their survey. Each participant was assigned a unique code that was used to log onto the online version of the survey. The public survey used the same survey, but was only available online.

The survey was conducted from April 14, 2015, to June 17, 2015. There were 150 surveys received from the survey samples. There were 350 surveys received from the general public. The survey sample provides a margin of error accurate to within plus or minus 8% at the 95% confidence level.

The two survey groups varied. Overall, 84% of the public survey participants support the trail, 6% support some segments of the trail, while 8% oppose the trail entirely. Fifty-nine percent of the survey sample

participants support the trail, 12% support some segments of the trail, and 17% oppose the trail entirely.

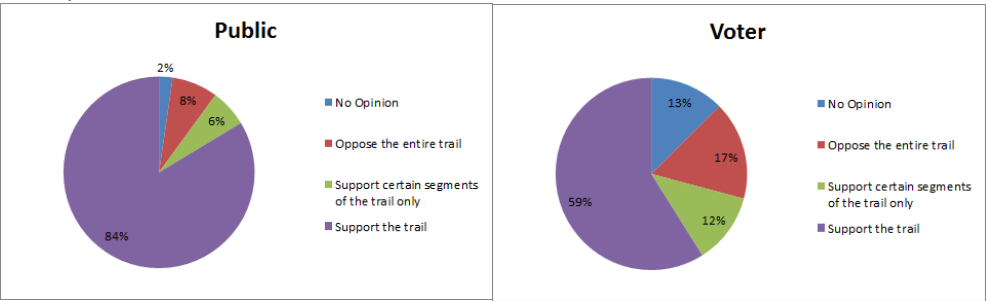
After reviewing the survey results it is evident that in both surveys, a majority of respondents support the trail and think that the trail would be most beneficial for enhancing existing recreational opportunities. The greatest amount of support was for the Enterprise to Joseph segment. The segment with the least support was the Wallowa to Lostine segment.

Both surveys identified that the top activities that the trail would be used for was walking followed by biking on the paved segments. Both surveys identified that the surface type preferences as asphalt primarily, followed by dirt. Important amenities included trash cans, parking spaces, and posted regulations for the public participants and restrooms, trash cans, and posted regulations/pet litter bags for voter participants. Both surveys stated that concerns ranked as moderate could be resolved, while there was much less certainty about the ability to resolve serious concerns.

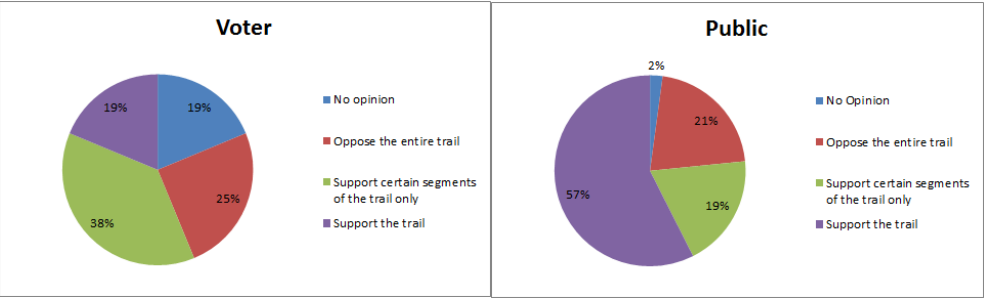
This information indicates that a majority of those surveyed support the trail generally, and details of trail design and sequencing can be worked out as planning progresses. The full survey report can be reviewed in Addendum F, Joseph Branch Rail-with-Trail Public Opinion Survey Report. Two key questions are discussed below:

Support for a Rail-with-Trail

A total of 84% of the public survey participants support the trail, while 8% oppose the trail entirely. A total of 59% of the voter survey participants support the trail, while 17% oppose the trail entirely. A total of 35% of public survey participants and 60% of voter survey participants live approximately 1 mile or less from the Wallowa Union Railroad corridor. This suggests that one reason the public survey participants support the trail to a greater degree than the voter survey participants could be that they live farther from the proposed trail and would be less directly affected by trail development. Another reason for a higher level of support from the public survey participants is likely due to the engagement of trail supporters in outreach and information sharing about the project and the survey.



Of the 16 adjacent landowners who participated in the random voter survey, 25% oppose the entire trail, 19% support the entire trail, and 38% support only certain segments of the trail. Of the 47 adjacent landowners who participated in the public survey, 21% oppose the entire trail, 57% support the entire trail, and 19% support certain segments of the trail.



Primary activities of interest on a Rail-with-Trail

Of the 285 public respondents who answered this question, walking and biking on paved sections were the most popular answers. In the “other” category, two responses listed geocaching and one listed rail riding.

Of the 99 voter survey participants who responded to this question, walking was the most popular response (45%), followed by fishing (14%) and biking on paved sections (13%). There was less diversity in the answers from voters.

Conceptual Costs and Economic Benefits

Conceptual Costs

Assumptions

The following are estimated costs for the construction of a trail on each segment of the rail corridor, based on the concepts proposed in this document. These estimates are very conceptual, best judgement estimates for the cost of building the trail only, using prototypical unit costs. Due to the scale of the rail corridor and scope of the concept plan, no precise cost estimate has been completed. The estimates are for design, permitting, direct construction costs and contingency costs for the trail. The 40% contingency is high and reflects the conceptual design level of this project. Trail amenities, road crossings, culvert work, etc. are not included in this estimate. These estimates will generally rise 4% annually.

| Segment | Cost | 40% Contingency | 20% Design Engineering | Total Cost |
|--|---------------------|---------------------|------------------------|----------------------|
| Elgin to Lookingglass | \$ 1,599,300 | \$ 639,700 | \$ 319,900 | \$ 2,558,800 |
| Lookingglass to Minam | \$ 2,863,000 | \$ 1,145,200 | \$ 572,600 | \$ 4,580,800 |
| Minam to Wallowa | \$ 1,147,800 | \$ 459,100 | \$ 229,600 | \$ 1,836,400 |
| <i>Minam to Wallowa (Alternative)</i> | <i>\$ 65,500</i> | <i>\$ 26,200</i> | <i>\$ 13,100</i> | <i>\$ 104,900</i> |
| Wallowa to Lostine | \$ 840,500 | \$ 336,200 | \$ 168,100 | \$ 1,344,800 |
| Wallowa to Lostine (Alternative) | <i>\$ 98,800</i> | <i>\$ 39,500</i> | <i>\$ 19,800</i> | <i>\$ 158,100</i> |
| Lostine to Enterprise | \$ 1,255,500 | \$ 502,200 | \$ 251,100 | \$ 2,008,900 |
| Lostine to Enterprise (Alternative) | <i>\$ 121,300</i> | <i>\$ 48,500</i> | <i>\$ 24,300</i> | <i>\$ 194,000</i> |
| Enterprise to Joseph | \$ 1,147,200 | \$ 458,900 | \$ 229,400 | \$ 1,835,500 |
| Total | \$ 8,853,300 | \$ 3,541,300 | \$ 1,770,700 | \$ 14,165,300 |
| <i>Total using Alternatives</i> | <i>\$ 5,895,100</i> | <i>\$ 2,358,000</i> | <i>\$ 1,179,000</i> | <i>\$ 9,432,200</i> |
| <i>*Alternative route does not include full estimate of alternatives</i> | | | | |

Typical Costs

The unit costs below have informed the segment estimates and can be used as a broad guide to future trail planning, in order to estimate funding. These costs are a summary of typical costs found for similar projects and actual costs from recent bids in the region.

| Item | Unit | Cost | Notes |
|--|------|-----------------|-----------|
| Primitive 3 foot wide trail | LF | \$ 5.30 - 45.30 | A1-A6 |
| Improved Trail | LF | \$ 3.21 - 40.53 | B1-B4 |
| Shared Use Road | LF | \$ 2.00 | C-1 |
| Developed Trail | LF | \$ 56.38 | D-1 |
| Bridge Crossing | LF | \$ 175.72 | BrA - BrB |
| Road Crossing | EACH | \$ 1,220.00 | |
| Culvert Crossing | EACH | \$ 880.00 | |
| Road Sign | EACH | \$ 200.00 | |
| Trailhead | EACH | \$ 75,000.00 | |
| High Retaining Wall (B-3) | SF | \$ 40.00 | |
| Low Retaining Wall (A-4) | SF | \$ 30.00 | |
| Restoration | LF | \$ 15.00 | |
| <i>*Cut, fill, clearing and grubbing, and material costs are included in linear foot trail costs</i> | | | |

Economic Benefits

An Economic Impact Assessment was conducted by Eastern Oregon University in 2014 to analyze the possible costs and benefits associated with building the 63-mile multi-use trail. The report included economic background data and analysis of the costs and benefits of each segment of the potential trail. It also included the potential economic and social benefits that the trail could provide to each of the cities along the corridor.

The Trail Concept Review Committee suggested possible trail impacts at their January 20, 2015, meeting including public health, trails for commuting, attractiveness to visitors, and economic impacts. A trail would mostly improve the livability of communities for residents, while also attracting visitors and potentially yielding moderate economic benefits from local use and tourism.

Building the Joseph Branch Rail-with-Trail could offer the residents of Northeast Oregon a safe outlet for outdoor activity for generations to come. Not only would families be able to enjoy using shorter segments of the trail, but outdoor enthusiasts would have the option of undertaking the full 63-miles. Over time more travelers would be likely to utilize the trail and have an impact on the local economies.

The costs of building the trail would require a capital investment on the order of hundreds of thousands to millions of dollars. These costs, however, would also provide some direct temporary economic benefits as local construction firms would likely be contracted to complete at least part of the trail construction and would spend money in the local communities. For construction, the Oregon Department of Transportation estimates 17 temporary jobs created for every \$1 million or one full-time job for every \$59,000. Using this assumption, the range of costs to build the trail could generate approximately 40 to 615 temporary construction jobs (Houston, 2015c). The expenditures of local people using the trail would likely be very small, but the trail would contribute to a higher quality of life and could be beneficial in intangible ways.

According to Oregon Statewide Comprehensive Outdoor Recreation Plan, 49% of local residents use local walking paths and trails (OPRD, 2013). If these local recreationists spend \$5 a day, three times a month, and the trail results in an increase in spending of between 1% and 3% , that would amount to an additional \$5,074 to \$25,371 per year.

Depending on how local governments and businesses respond to take advantage of opportunities created by the trail, increased tourism could supplement regional economies in a moderate way.

It is estimated that the Joseph Branch Rail-with-Trail could provide between \$317,004 and \$1,585,019 per year in additional tourism dollars.

Job generation related to visitor spending ranges from \$56,000 per job to \$85,000+ (Runyon, 2013). Using the more conservative of these numbers (\$85,000), this amount of additional visitor spending would equate to between four and 19 new jobs (Houston, 2014c). If the rail-with-trail proceeds to design level analysis, it is recommended that an input-output model be constructed to more accurately estimate the economic impacts of the trail.

To allocate the number of existing visitors by county, the total number of visitors in the eight-county Eastern Region were allocated by hotel/motel tax receipts. To allocate the number of existing visitors by city, the ratio of restaurants in each city was compared to the total number of restaurants in the corresponding county. Restaurants are assumed to be filling a demand that is at least partly tourism based, and hotel data could not be portioned out at a city level because of a lack of data and because Lostine does not have a hotel. For example, if there are 10 restaurants in a county and 5 in a city, that city would be given a ratio of 50% (0.5); therefore, it is assumed that that city gets 50% of the county’s existing visitors. Longwood Travel USA found that 46% of trips to Eastern Oregon listed outdoor recreation as the main purpose of the trip (Longwood Travel USA, 2013). It was assumed that 46% of existing visitors to the trail corridor communities would engage in outdoor recreation and that each visitor would spend \$89 a day (Runyan, 2013). Three cases were modeled, a trail bringing a 1% increase in visitor spending, 3% increase, and 5% increase by visitors. This range is generally accepted by economists as a method to show a low, medium, and high range of impacts. Results are shown in the table below.

Annual Visitor Benefits

| Segment | Elgin | Wallowa | Lostine | Enterprise | Joseph | Region |
|-------------------------------|-------------|-------------|-----------|-------------|-------------|--------------|
| Visitor (#) | 179,419 | 180,987 | 180,987 | 180,987 | 180,987 | 903,365 |
| Ratio City/County Restaurants | 8/22 | 3/20 | 2/20 | 13/20 | 10/20 | 36/42 |
| Number of Visitors to City | 65,243 | 27,148 | 18,099 | 117,641 | 90,493 | 774,313 |
| Recreation Visitors (%) | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 |
| Avg Amount Spent (day) | \$89 | \$89 | \$89 | \$89 | \$89 | \$89 |
| Total Spent By Visitors | \$2,671,054 | \$1,111,439 | \$740,960 | \$4,816,237 | \$3,704,798 | \$31,700,383 |
| Trail Brings 1% Increase | \$26,711 | \$11,114 | \$7,410 | \$48,162 | \$37,048 | \$317,004 |
| Trail Brings 3% Increase | \$80,132 | \$33,343 | \$22,229 | \$144,487 | \$111,144 | \$951,012 |
| Trail Brings 5% Increase | \$133,553 | \$55,572 | \$37,048 | \$240,812 | \$185,240 | \$1,585,019 |

The entire report can be reviewed in Addendum G, Economic Impact Assessment



SEGMENT CONCEPTS

Segment Concepts

The six segments of the Joseph Branch Corridor were chosen based on logical destinations using towns, communities, or other geographical markers.

An existing conditions assessment was completed for each of the segments. The objectives of this were to:

- Collect physical assets of the railway
- Collect physical environment conditions along the railway
- Collect adjacent land uses along the railway
- Collect existing assets for recreation and tourism support

The information gathered was through site visits, data collected from other sources, and feedback from public meetings.

Survey Methodology

The survey methodology used several assessment tools to collect data. Those tools included:

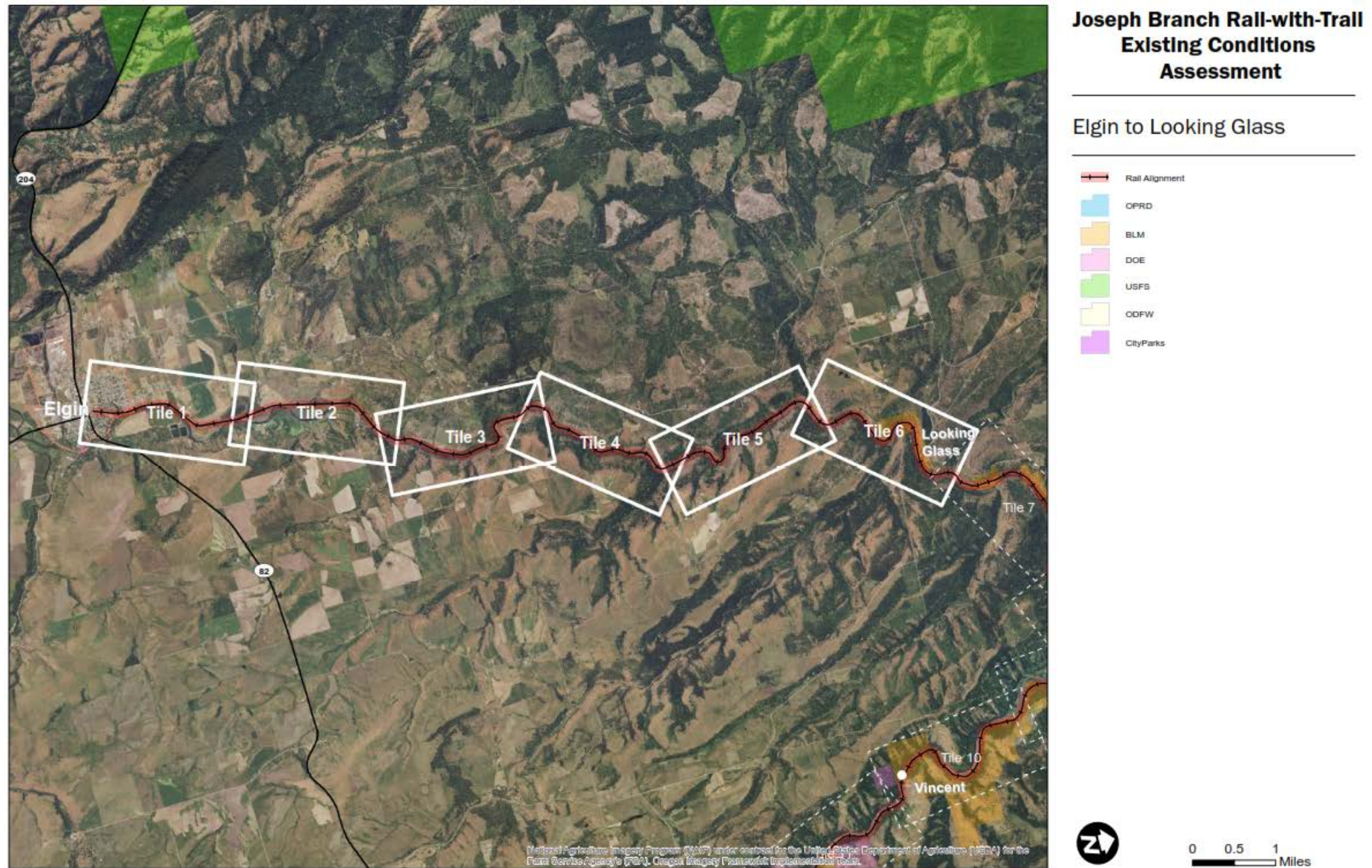
- Global Positioning System (GPS) - A Trimble GPS unit was used to collect data points and lines.
- Measurements - The team took measurements at constrained sites.
- Photos - Photos of rail assets and of the corridor were taken.
- Filming/Time Lapse Photos - Film or Time Lapse Photos were taken to allow the assessment team to review specific sites remotely during the data review and plan preparation period.

Most of the data was collected in April 2014 using a team of Oregon Parks and Recreation Department staff and volunteers. The assessment team primarily used rail bikes to collect a majority of this data. Additional trips were made to reassess specific sites.

The data collected was transferred into a Geo-database to assist with geographic information system mapping. The data taken from multiple sources allowed different layers to be created. These layers were used to create the Atlas maps and assist with the assessment process. This complete report is available as Addendum A, Existing Conditions Report.



Elgin to Lookingglass Segment



Elgin to Lookingglass Segment

Introduction

This segment is characterized as a gateway segment. It is the closest portion of the alignment to Interstate 84 and has a developed city and services that could support any future development. The Eagle Cap Excursion Train operates from the multimodal transportation hub facility in Elgin, providing an existing parking facility.

The segment begins within the city limits of Elgin. Quickly the setting turns into an actively managed agrarian landscape that is moderately flat. After two miles, the rail right-of-way transitions into a narrow, steep canyon. The defining feature is the Grande Ronde River as it carves its way through moderately conifer forested slopes. Through the canyon, there are signs of actively managed lands and old roads. However, most of the segment is inaccessible to motorized vehicles.

This segment begins at Moses Creek, with the crossing of the river by Yarrington Road and ends with the few homes at Lookingglass Creek. The Lookingglass Fish Hatchery on Lookingglass Creek cannot be seen from the rail right-of-way.

The City of Elgin has numerous services including parking, gas, restaurants, a welcome center, restrooms, grocery stores, services (automotive and other), and lodging opportunities.

| Elgin to Lookingglass Segment | | | | |
|-------------------------------|-------------|-----------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 13.01 miles | 6.22 miles | 6 (304.6 linear feet) | 71 | 7 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints. The topography of this section is the largest constraint. Nearly 48% of the segment is potentially constrained.

Opportunities

The City of Elgin provides numerous opportunities for recreational users to stage a potential trip. The existing rail station could serve as the trailhead for the rail-with-trail. Overnight parking could be accommodated at several potential locations.

Once the rail right-of-way enters the canyon, there are numerous opportunities for vistas and views. The segment could accommodate equestrians, mountain bikers, and hikers. The topography may limit the width of the trail, creating a more primitive trail experience.

This segment also provides access to swimming, fishing, wildlife viewing, and paddling. Given the percentage of private property, hunting is not identified as a potential experience for the public.

Trail Development Concepts

The topography and actively running excursion train define this segment’s trail development. The trail development concept is to begin from Elgin with an improved trail 5 feet in width for the first 1.5 miles. This will accommodate the higher use level from local users and provide roughly a 5K race training opportunity.

The trail will transition to a 3-foot wide primitive trail as it enters the canyon. The trail will be placed on the river side of the railway for most of the segment. However, the trail will need to be moved to the hillside in some locations due to constraints. Constraints will require alternative trail development for about 3 miles of the segment. These alternatives include constructing the trail by cutting out the trail from the hillside or building the trail on a retaining wall or similar structure.

Trail Development Alternatives

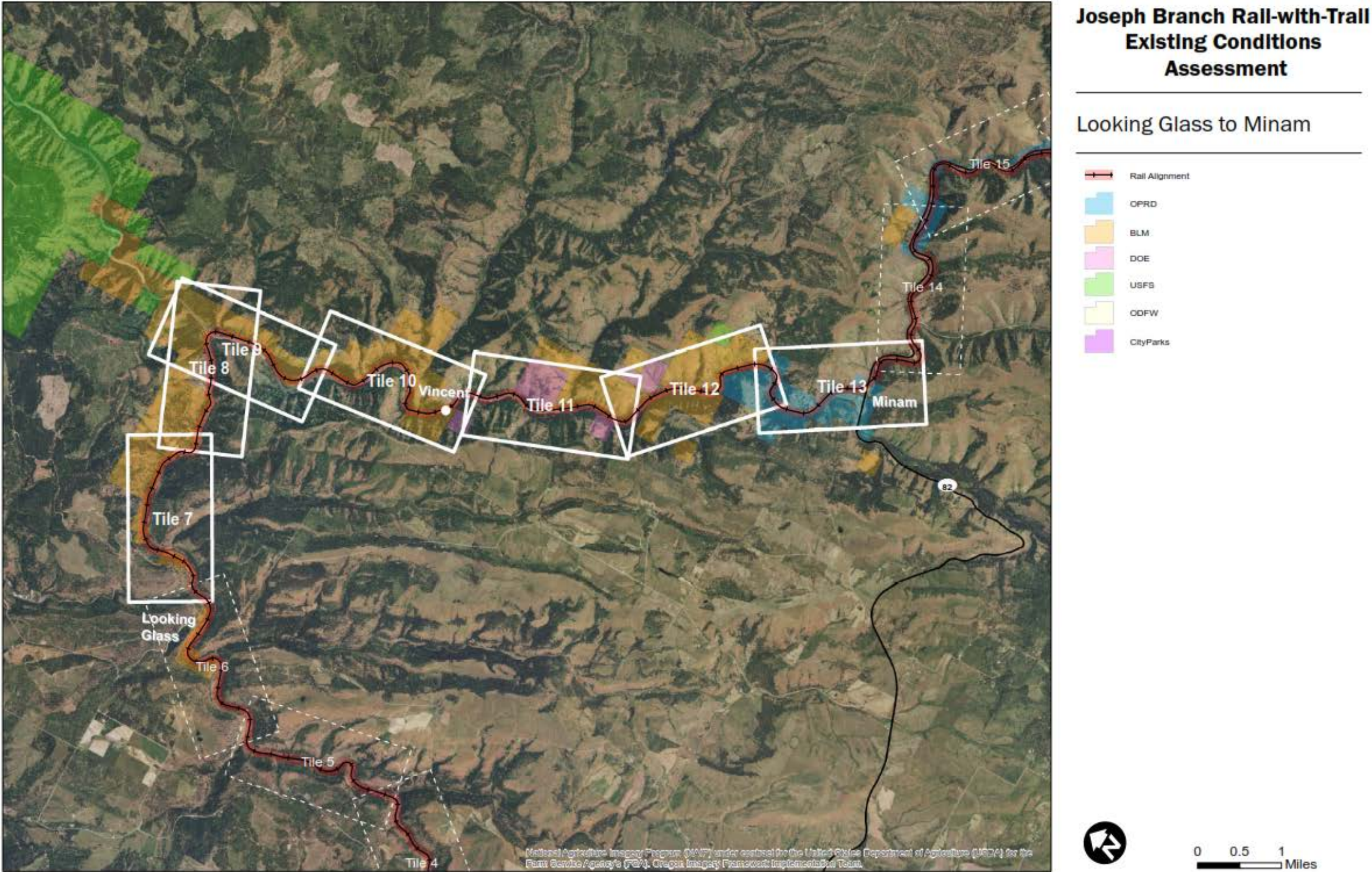
No alternative alignments are being proposed for this segment. When construction planning is conducted, the proposed development concepts will need to be reviewed and evaluated. This higher level of investigation may identify new development proposals.

Catalyst Projects

TBD



Lookingglass to Minam Segment



Lookingglass to Minam Segment

Introduction

This segment is characterized as a recreation segment. It is the segment with the most public lands adjacent to the rail right-of-way. It has an existing state park and active paddle and fishing industries operating in the segment. The Eagle Cap Excursion Train operates through this segment.

The segment is a narrow, steep canyon. The defining features are the Grande Ronde and Wallowa Rivers as they carve their way through large meadowed slopes on the east face and moderately conifer forested slopes on the west face. Through the canyon, there are signs of actively managed lands and old roads. However, most of the segment is inaccessible to motorized vehicles.

This segment has two defining features in the canyon. The first is the confluence of the Grande Ronde and Wallowa Rivers. The Grande Ronde begins its designation as a Wild and Scenic river at this location. The second is the Minam State Recreation Area. It provides camping and day use on the west side of the river.

The community of Minam has an established store/hotel which provides parking, restrooms and general area information. The community is a key starting point for the Wild and Scenic Wallowa and Grande Ronde River rafting trips.

| Lookingglass to Minam Segment | | | | |
|-------------------------------|-------------|-----------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 13.28 miles | 5.24 miles | 4 (452.2 linear feet) | 58 | 4 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints.

The topography of this segment is the largest constraint. Over 39% of the segment is potentially constrained.

Opportunities

The rail right-of-way at Minam could provide a trailhead opportunity. Most of the adjacent land along the rail right-of-way is publicly owned. The rail right-of-way provides a siding (roughly 0.5 mile in length). Public

ownership includes the Oregon Parks and Recreation Department (OPRD), the Bureau of Land Management (BLM), and Department of Energy lands. The BLM properties will need to be reviewed to determine what uses existing management plans have identified and if day use or camping is permitted. The OPRD property is already developed. Three sites have been identified, primarily for day use along the rail right-of-way. One site has been identified for primitive camping.

Once the rail right-of-way enters the canyon, there are numerous opportunities for vistas and views. This segment could accommodate equestrians, mountain bikers, and hikers. The topography may limit the width of the trail, creating a more primitive trail experience. In addition, the almost consistent public ownership provides upland trail opportunities or alternative trail alignments.

This segment also provides access to swimming, fishing, hunting, wildlife viewing, and paddling.

Trail Development Concepts

The topography and actively running excursion train define this segment’s trail development. The trail is proposed to be a 3 ft wide primitive trail through this segment. A segment at Minam would be constructed as an improved trail for about 0.5 mile to accommodate the additional use from Highway 82 users. The trail would be placed on the river side of the railway for most of the segment. However, the trail would need to be moved to the hillside due to constraints in places. Constraints will require alternative trail development for about 4 miles of the segment. These alternatives include constructing the trail by cutting out the trail from the hillside or building the trail on a retaining wall or similar structure.

Trail Development Alternatives

No alternative alignments are being proposed for this segment. When construction planning is conducted,

the proposed development concepts will need to be reviewed and evaluated. This higher level of investigation may identify new development proposals.

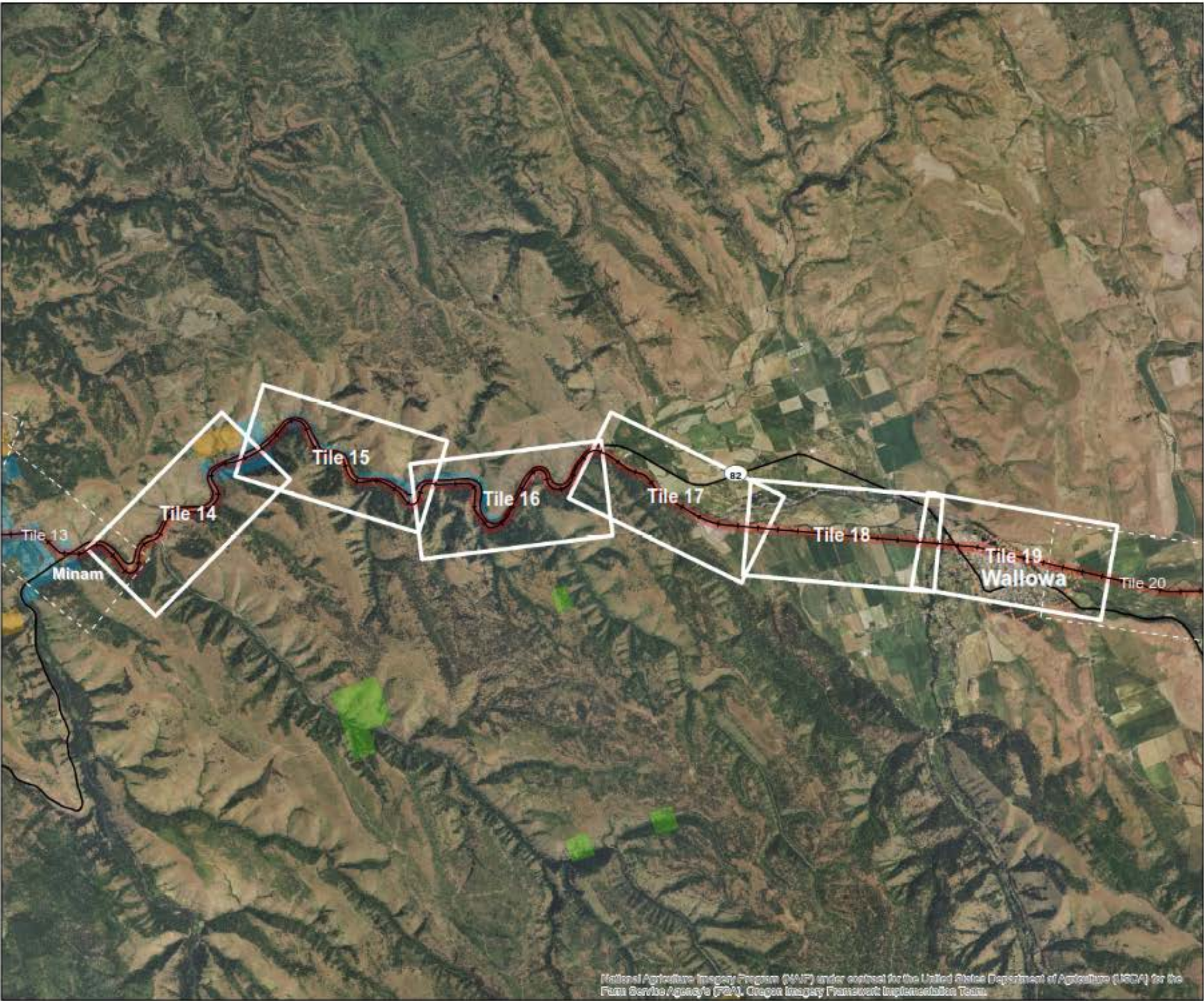
It is important to note that there is significant BLM ownership in this section. Several old roads that are currently being used as recreational trails lead onto or from BLM property. The roads run to the top of the eastside of the canyon and go from Rondowa to Minam. Further exploration of these routes should be considered.

Catalyst Projects

TBD



Minam to Wallowa Segment



Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks



0 0.5 1
Miles

Minam to Wallowa Segment

Introduction

This segment is characterized by the Wallowa River canyon and gateway to the Wallowa Valley. It begins in a tight canyon that is shared with Highway 82, the Wallowa River, and the Minam State Recreation Area properties. When the rail right-of-way breaks free of the canyon, it separates from the highway and bisects the bucolic landscape to the City of Wallowa.

The defining features are the Wallowa River and the lower Wallowa Valley. The river carves its way through a steep and tight canyon with heavily conifer forested slopes on the south and grassland on the north. As the rail right-of-way leaves the canyon, it opens onto Wallowa Valley. The Wallowa Valley is framed by the northern slope of the Wallowa Mountains to the south and the gentle rise of hills to the north.

The City of Wallowa has numerous services including parking, gas, restaurants, restrooms, grocery stores, services (automotive and other), and lodging opportunities.

| Minam to Wallowa Segment | | | | |
|--------------------------|-------------|------------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 12.79 miles | 2.55 miles | 4 (430.31 linear feet) | 35 | 15 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints.

The topography of this segment is the largest constraint. The roughly 8 miles that are in the Wallowa River canyon provide the topographically constrained area for this segment. Over 20% of the segment is potentially constrained.

Opportunities

The rail right-of-way in the City of Wallowa provides ample space for a trailhead.

Through the canyon, there are numerous opportunities for vistas and views. This segment could accommodate equestrians, bikers, and hikers. The topography will be a trail design opportunity. This segment

also provides access to swimming, fishing, hunting, wildlife viewing, and paddling.

Trail Development Concepts

This segment is divided into two clear sections: canyon and valley. The canyon begins at Minam and is constrained by the Wallowa River and canyon walls. This portion of proposed trail is to be a primitive trail for about 6.75 miles. About 2 miles is very constrained and it is proposed to have a trail-in-rail development strategy to reduce costs and environmental impacts.

The valley section will be a primitive trail until it crosses Lower Diamond Lane. The rail right-of-way provides sufficient space to allow an improved trail to be developed from here to the crossing of Highway 82 in Wallowa, about 6 miles. From Highway 82 to the Nez Perce Trail Interpretive Center, the trail is proposed to be a developed/paved trail. This will allow local users to make connections to key recreational sites and accommodate higher use levels.

Trail Development Alternatives

The use of low-traffic county and city roads has been identified as a potential alternative for about 6.2 miles of this segment. This alternative would utilize shared-use roads. Additional signage would be placed on these roads to alert vehicles of bike and pedestrian use, consistent with the Oregon Department of Transportation’s Bike/Ped Designs. Within city limits, the addition of sharrows (shared lane bicycle markings) on the road could be used to assist in alerting drivers of the promoted bike and pedestrian use.

Catalyst Projects

TBD



Wallowa to Lostine Segment



Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks



0 0.5 1 Miles

Wallowa to Lostine Segment

Introduction

This segment is characterized as a working landscape segment. The majority of the segment follows the Wallowa River and traverses through working ranches between the communities of Wallowa and Lostine.

The segment is wide open, with low grassland mountains rising to the north and a large, ever-widening valley to the south where the valley meets the north slope of the Wallowa Mountains. The defining features of the segment are the Wallowa River and the grasslands.

The City of Lostine has an established coffee shop and a farm-to-table restaurant and tavern. There is parking, but the rail right-of-way is approximately 1.5 miles north of Lostine.

| Wallowa to Lostine Segment | | | | |
|----------------------------|-------------|----------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 8.14 miles | 0.11 miles | 12 (806 linear feet) | 26 | 16 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints.

The topography in this segment is a minor constraint. Approximately 1.4% of the segment is potentially constrained. This is generally due to being near the river or other drainage features.

Opportunities

The rail right-of-way at School Flat Road provides a potential opportunity for a trailhead.

This segment could accommodate equestrians, bikers, and hikers. The segment also provides access to fishing and views of actively managed rangelands and ranches.

Trail Development Concepts

This segment is proposed to be an improved trail for about 7.25 miles. The rail right-of-way provides sufficient space to allow an improved trail to be developed.

Trail Development Alternatives

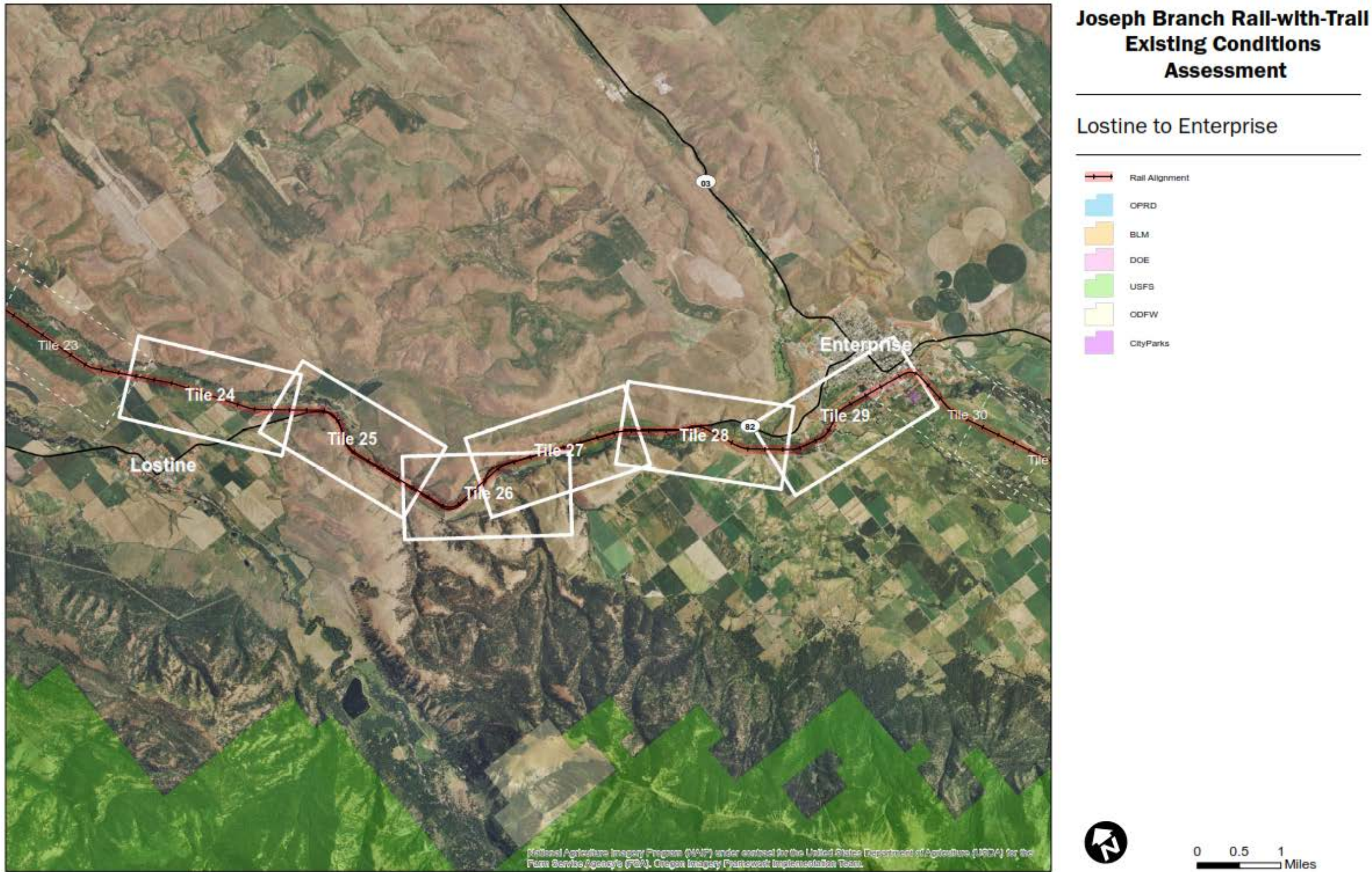
The use of low-traffic county and city roads has been identified as a potential alternative. The alternative is 9.4 miles long which is about 2.5 miles longer than the main development concept. This would also create a link into Lostine from the rail right-of-way. This alternative would utilize shared-use roads. Additional signage would be placed on these roads to alert vehicles of bike and pedestrian use, consistent with the Oregon Department of Transportation’s Bike/Ped Designs. Within city limits, the addition of sharrows on the road could be used as well to assist in alerting drivers of the promoted bike and pedestrian use.

Catalyst Projects

TBD



Lostine to Enterprise Segment



Lostine to Enterprise Segment

Introduction

This segment is characterized as a working landscape segment. The majority of the segment follows the Wallowa River and traverses through working ranches between the communities of Lostine and Enterprise.

The segment is wide open, with low grassland foothills rising to the north and a large, every widening valley to the south where the valley meets the north slope of the Wallowa Mountains. The defining features of the segment are the Wallowa River and the grasslands.

The City of Enterprise is the county seat and has numerous services including parking, gas, restaurants, a welcome center, restrooms, grocery stores, services (automotive and other), and lodging opportunities.

| Lostine to Enterprise Segment | | | | |
|-------------------------------|-------------|---------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 10.05 miles | 1.6 miles | 8 (583 linear feet) | 9 | 23 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints.

The topography in this segment is a minor constraint. Approximately 16% of the segment is potentially constrained. This is generally due to being near the river or other drainage features.

Opportunities

The existing Marr Pond site provides a potential opportunity for a trailhead.

Most of the adjacent land along the rail right-of-way is privately owned. The Marr Pond site is identified as a potential day use site; there are no camping sites in this segment.

Trail Development Concepts

This segment is proposed to be an improved trail for about 10 miles. The rail right-of-way provides sufficient space to allow an improved trail to be developed. The Wallowa River provides some locations where the improved trail will require additional construction measures to build up

the trail. About 0.4 mile of the trail is proposed to be a developed/paved trail in Enterprise.

Trail Development Alternatives

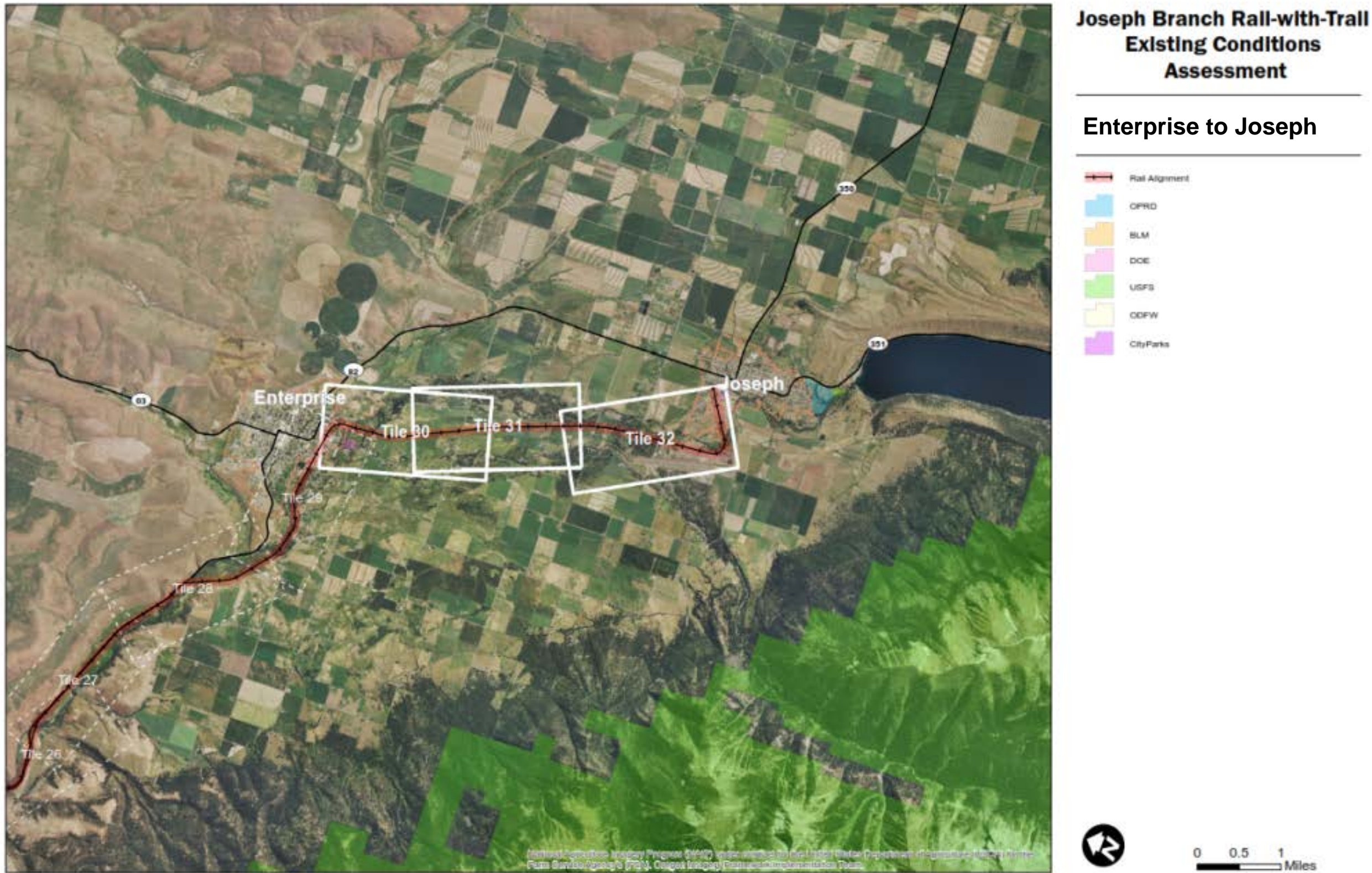
The use of low-traffic county and city roads has been identified as a potential alternative. The alternative is 11.5 miles long, which is about 1.5 miles longer than the main development concept. This alternative would utilize a shared-use road. A large portion of the county road along this route is primitive in nature and would require additional investigation to determine if the road is in good enough condition as is or if it will require improvements. Additional signage would be placed on these roads to alert vehicles of bike and pedestrian use, consistent with the Oregon Department of Transportation’s Bike/Ped Designs. Within city limits, the addition of sharrows on the road could be used as well to assist in alerting drivers of the promoted bike and pedestrian use.

Catalyst Projects

TBD



Enterprise to Joseph Segment



Enterprise to Joseph Segment

This segment is characterized as a working landscape segment. The majority of the segment traverses through working ranches between the communities of Enterprise and Joseph.

The segment consists of wide open grasslands, with the Wallowa Mountains rising to the south. The defining features of this segment are the Wallowa Mountains and the grasslands.

The City of Joseph has numerous services including parking, gas, restaurants, a welcome center, restrooms, grocery stores, services (automotive and other), and lodging opportunities.

| Enterprise to Joseph Segment | | | | |
|------------------------------|-------------|-------------------------|----------|----------------|
| Segment Length | Constrained | Bridges | Culverts | Road Crossings |
| 5.75 miles | 0.42 miles | 10 (470.84 linear feet) | 13 | 14 |

Constraints

A topography constraint is defined by having less than 10 feet of fairly flat land on either side of the rails. A general guideline for rail-with-trail is to place the trail 8.5 to 9.5 feet from the center of the rails. The constraints include uphill topography, riparian vegetation zones, ordinary high water lines, 100-year floodplain and floodway lines, and other structural or landform constraints.

The topography in this segment is a minor constraint. Approximately 7% of the segment as potentially constrained. This is generally due to being near the river or other drainage features.

Opportunities

The terminus of the rail line in Joseph has ample space for a trailhead. The segment could accommodate equestrians, bikers, and hikers. This segment also provides views of actively managed timber lands, the Wallowa Mountains, rangelands, and ranches.

Trail Development Concepts

This segment is proposed to be an improved trail for about 3.7 miles. The rail right-of-way provides sufficient space to allow an improved trail to be developed. About 1.5 miles of the trail are proposed to be a developed/paved trail in Enterprise and Joseph.

Development Alternatives

No alternative alignments are being proposed for this segment. When construction planning is conducted, the proposed development concepts

will need to be reviewed and evaluated. This higher level of investigation may identify new development proposals.

Catalyst Projects

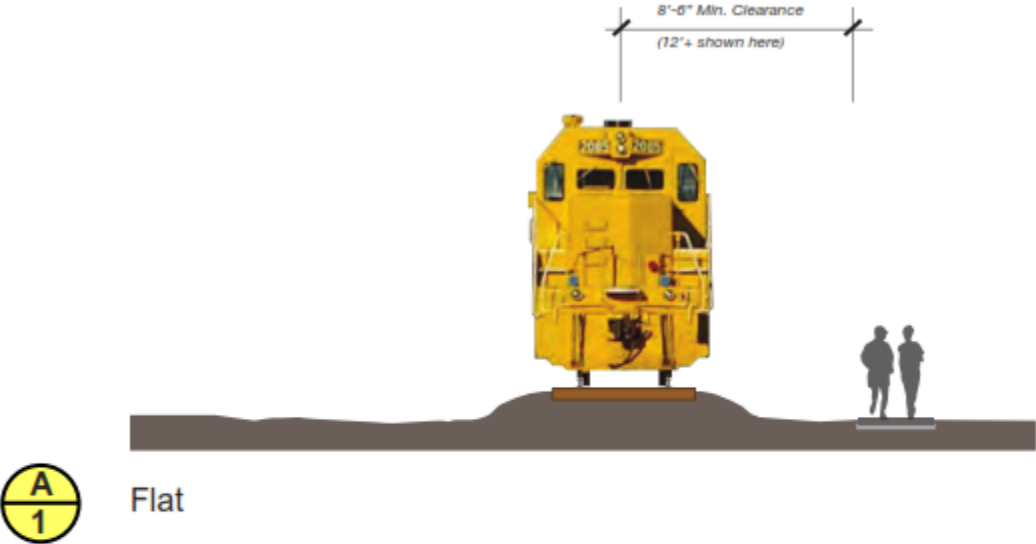
TBD



Design Concepts

The following design concepts have been identified as most technically and politically feasible for different sections of the trail:

Active Rail-With-Trail *Primitive*



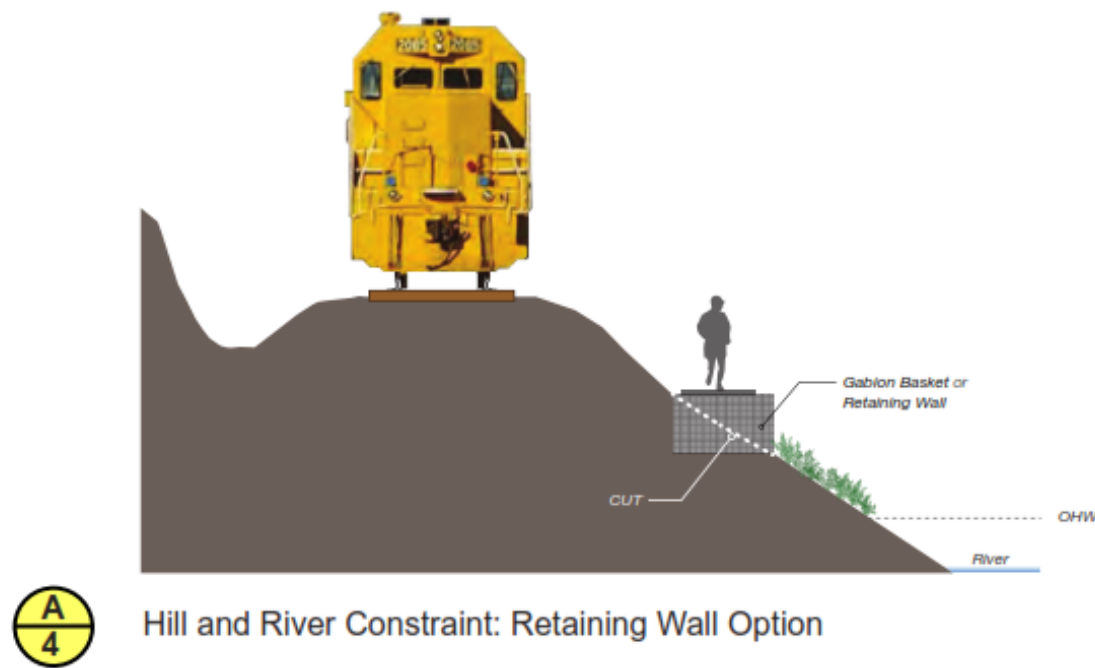
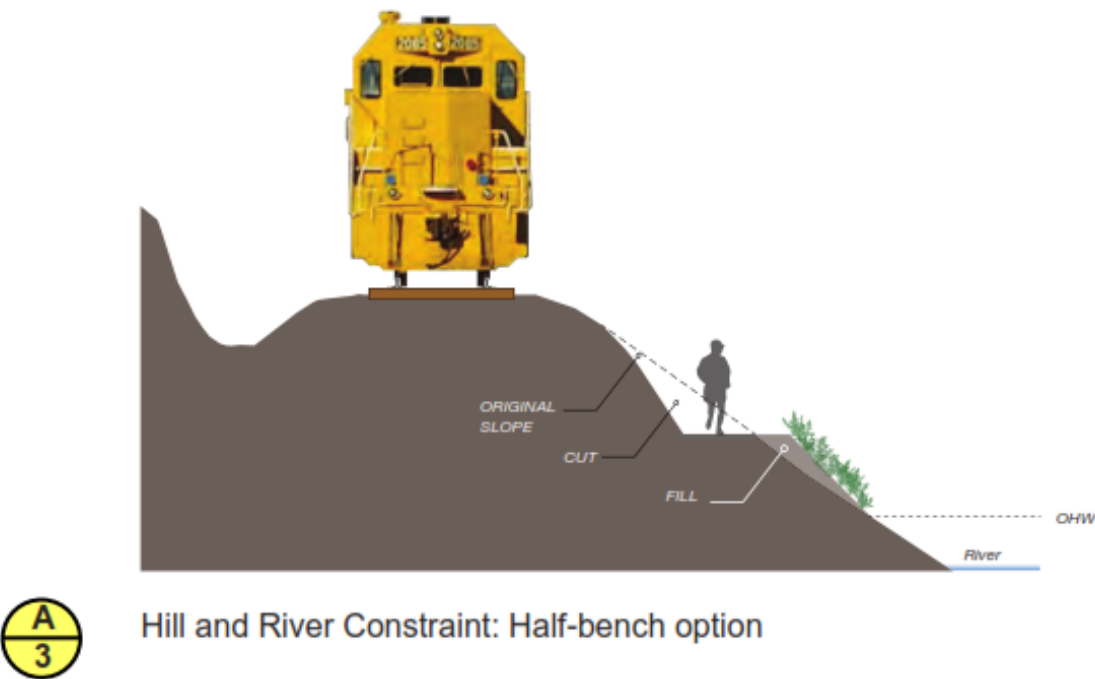
Joseph Branch Rail-Trail

Typical Sections
Sections do not relate to specific locations within the Corridor

Design Concepts

Active Rail-With-Trail
Primitive

Joseph Branch Rail-Trail
Typical Sections
Sections do not relate to specific locations within the Corridor



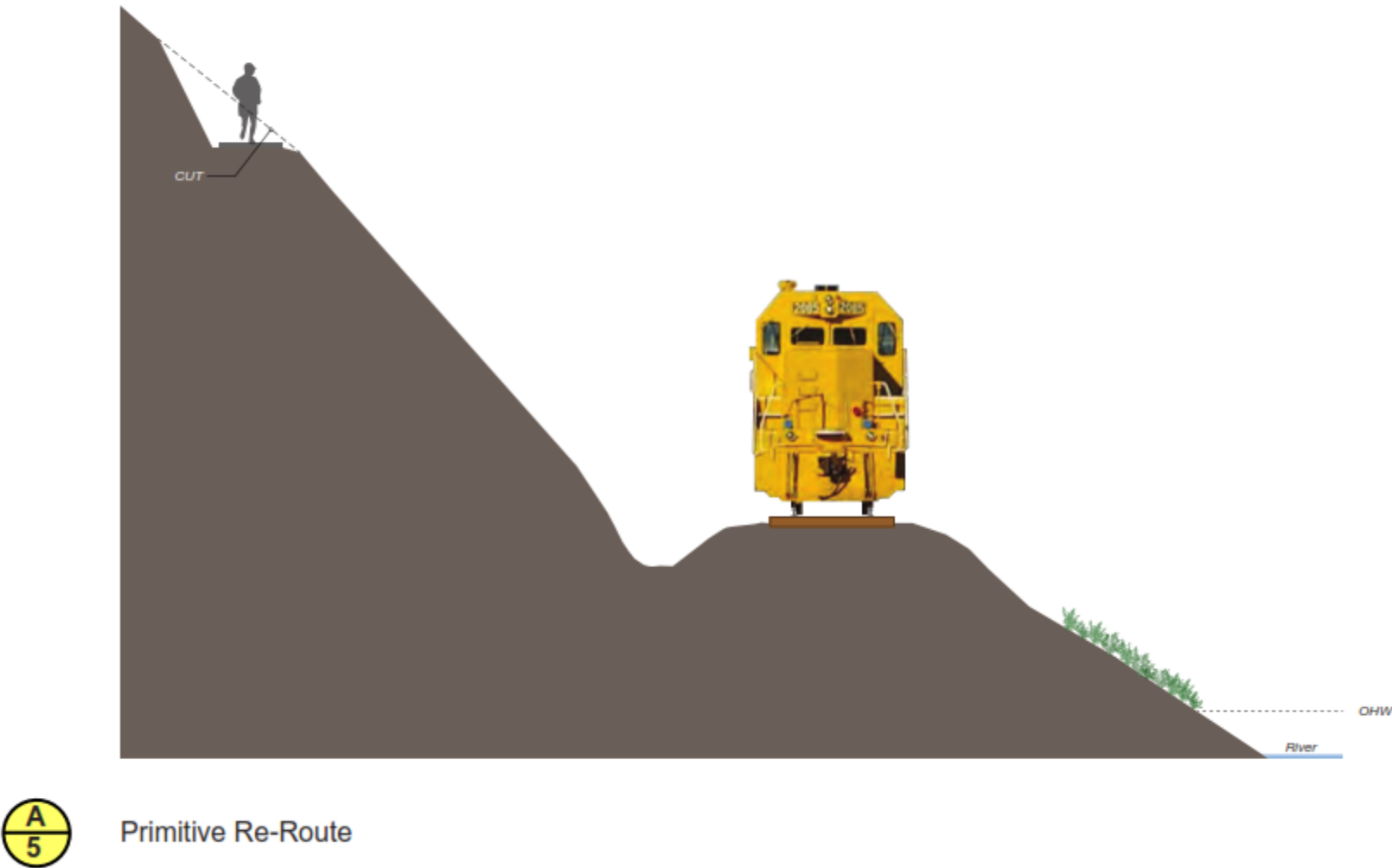
Design Concepts

Active Rail-With-Trail
Primitive

Joseph Branch Rail-Trail

Typical Sections

Sections do not relate to specific locations within the Corridor

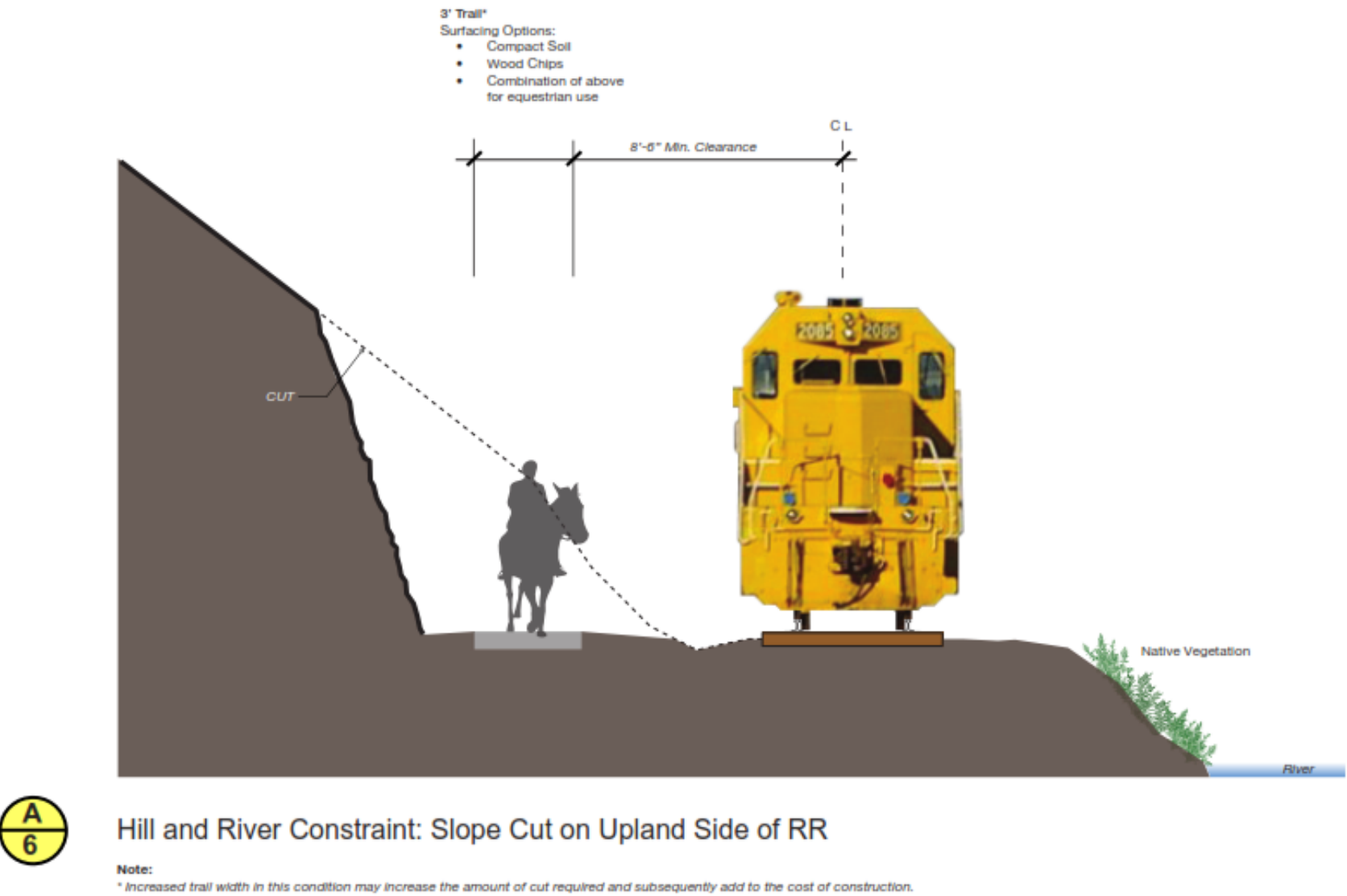


Design Concepts

Active Rail-With-Trail
Primitive

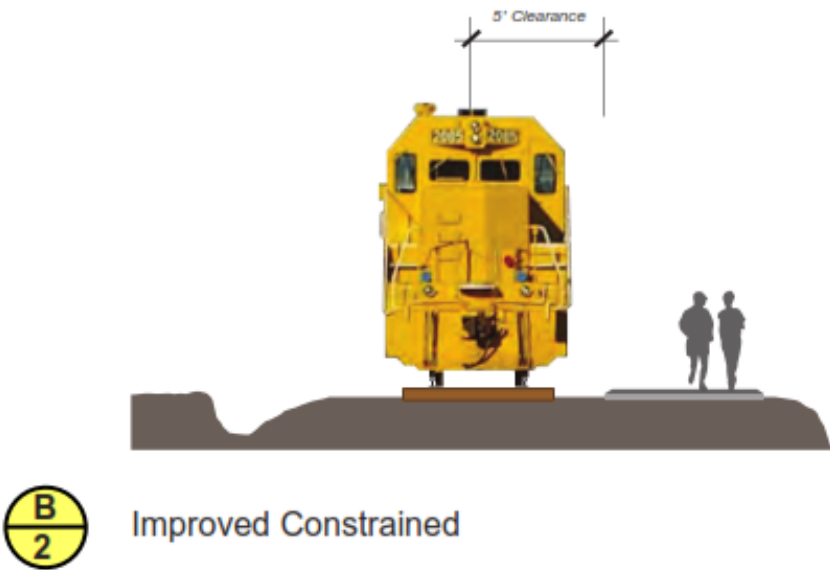
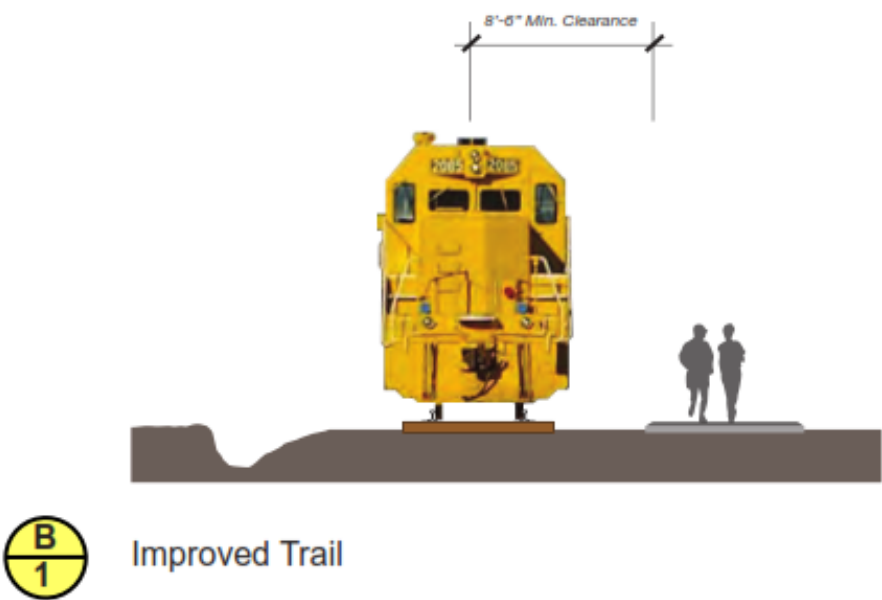
Joseph Branch Rail-Trail

Typical Sections
Sections do not relate to specific locations within the Corridor

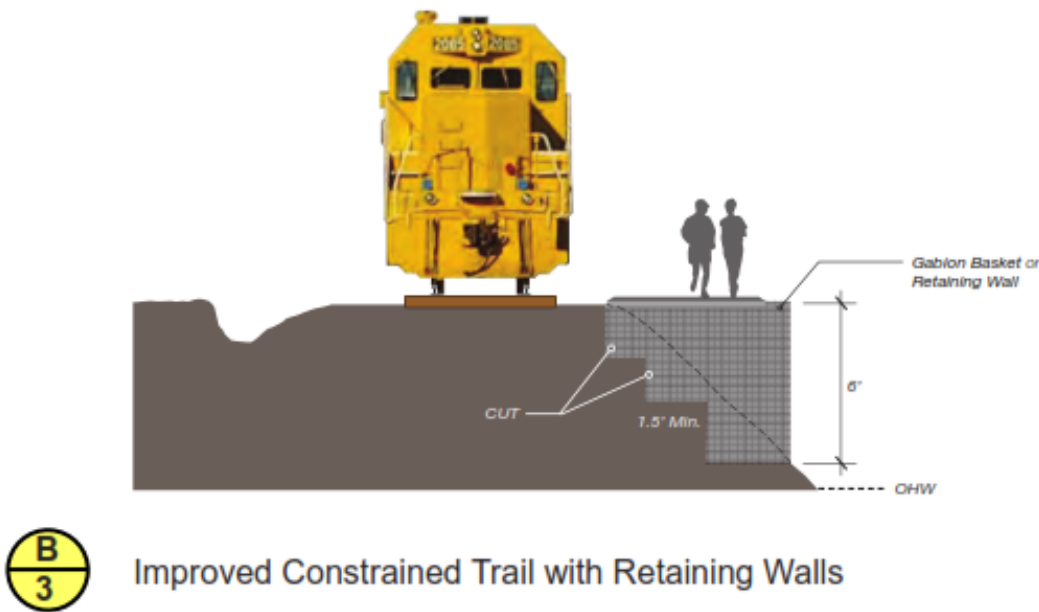


Design Concepts

Non-Active Canyon
Improved



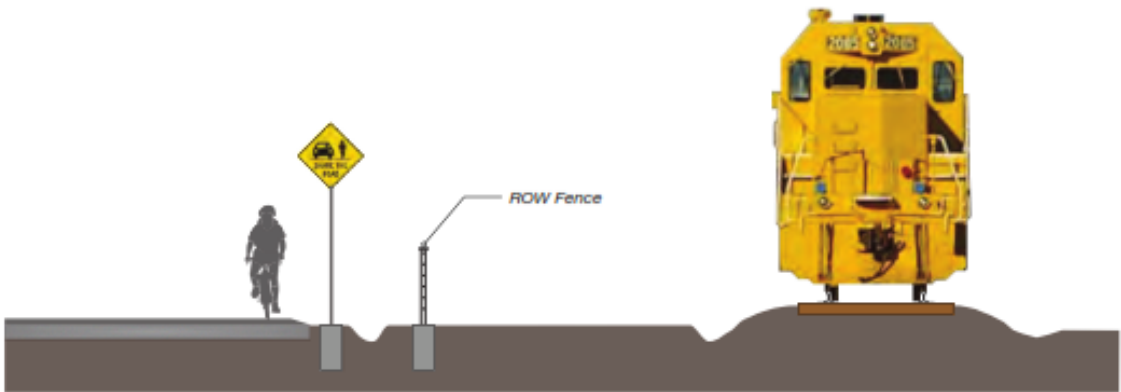
Joseph Branch Rail-Trail
Typical Sections
Sections do not relate to specific locations within the Corridor



Joseph Branch Rail-Trail

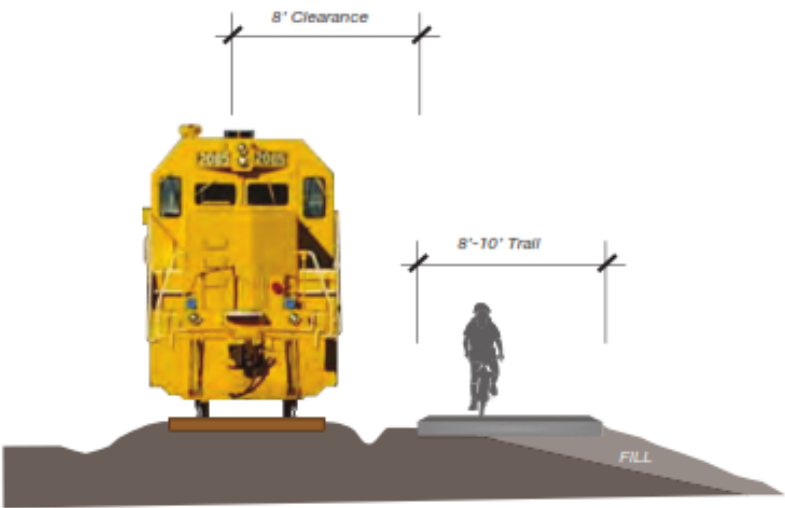
Typical Sections

Sections do not relate to specific locations within the Corridor



C
1

Shared-Use Road



D
1

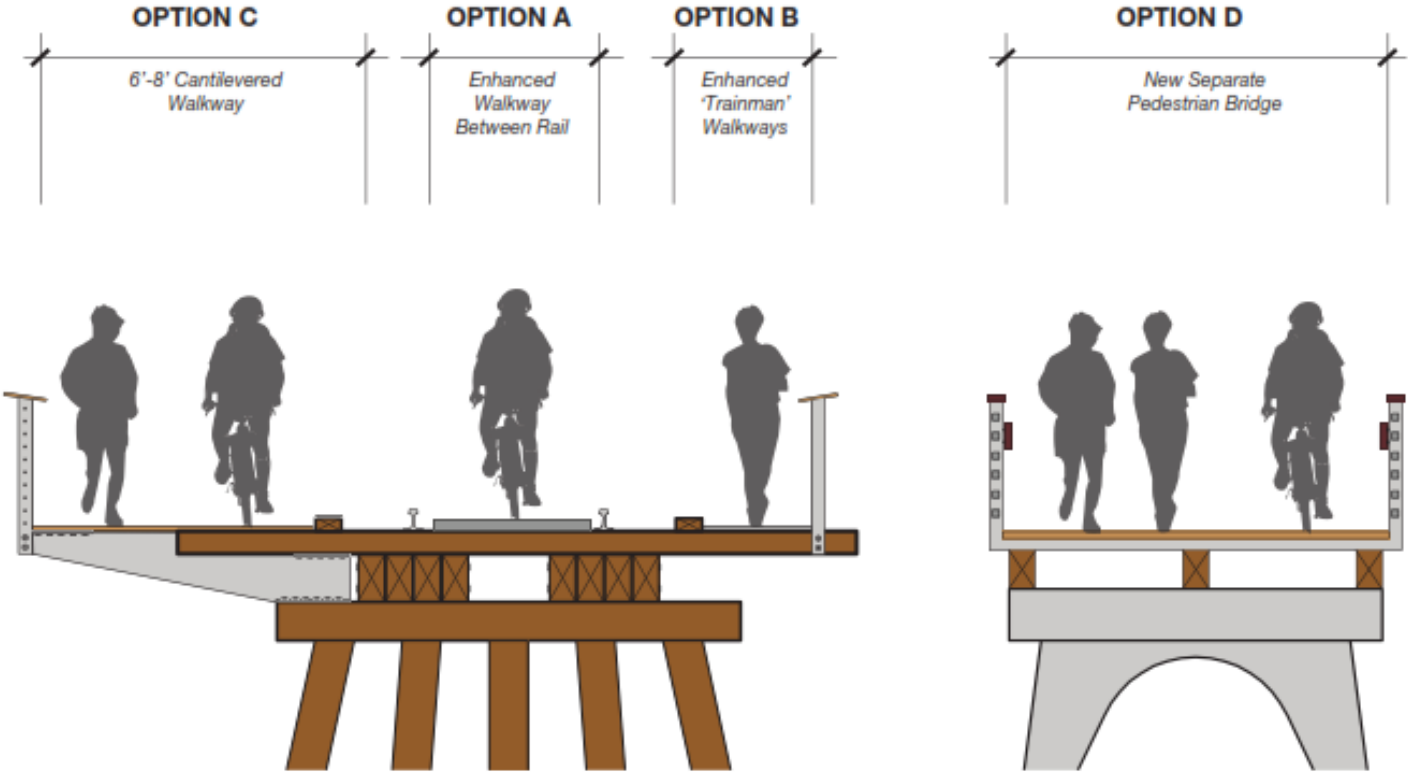
Developed Trail

Design Concepts

Trail Bridges

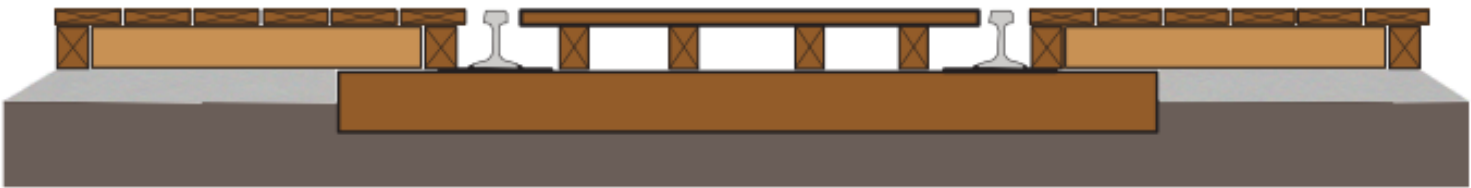
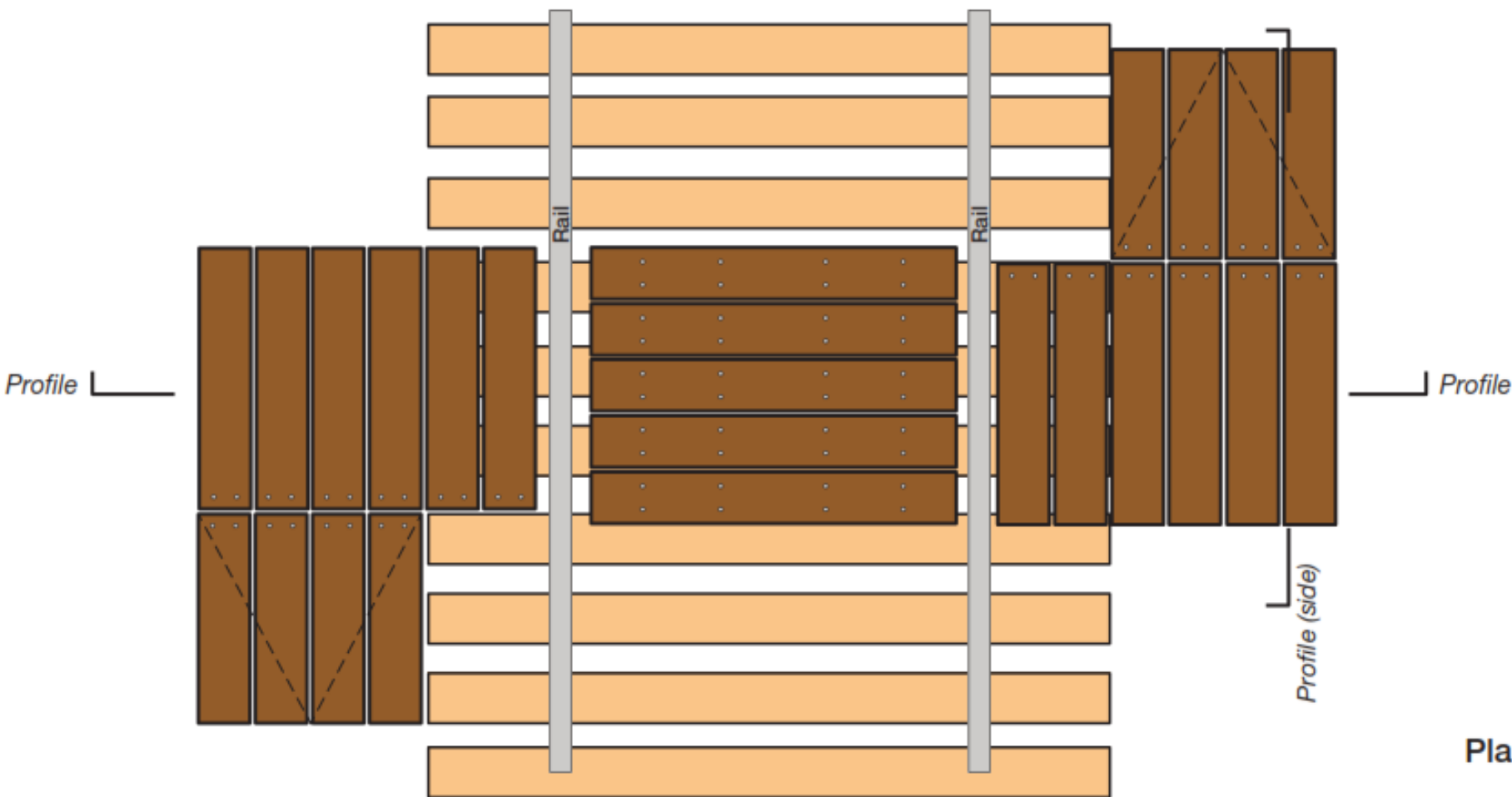
Joseph Branch Rail-Trail

Typical Sections: Trail Bridges
Sections do not relate to specific locations within the Corridor



Design Concepts

Joseph Branch Rail-Trail Rail Crossing At Grade





NEXT STEPS

Review and Implementation

Next Steps

This Concept Plan has assessed the economic, technical, and political feasibility of developing a rail-with-trail along the historic Joseph Branch Rail Line. No factors have been identified to indicate that a rail-with-trail would not be feasible. Economically, the trail could bring jobs to the area during construction and, after completely built, it could potentially provide quality of life benefits to local users and increase tourism in the area. The conceptual segment designs indicate that developing a rail-with-trail is technically feasible if funding is obtained. The polling of voters shows that a statistical majority of Union and Wallowa County voters support construction of a trail.

WURA Review

The next step is for the Wallowa Union Railroad Authority (WURA) to determine whether or not to proceed to the Design Phase of trail development. This would include determining a method of governance to provide for fundraising, construction, operations and maintenance of the rail-with-trail

Implementation

If this Concept Plan is approved by the Wallowa Union Railroad Authority (WURA), the recommended phasing of the segments based on public support, proximity, connectivity, and feasibility/cost are:

1. Enterprise to Joseph
2. Lostine to Enterprise
3. Elgin to Lookingglass
4. Lookingglass to Minam
5. Minam to Wallowa
6. Wallowa to Lostine

The Enterprise to Joseph segment could also be quickly attached to the proposed path from Joseph to Wallowa Lake.

Construction work would require numerous permits. These approvals may include:

- Removal-Fill permits or a General Authorization Permit from the Oregon Department of State Lands and/or a 404 Permit or General Permit from the U.S. Army Corps of Engineers. These are required for work on navigable waterways or in jurisdictional wetlands.
- All in-stream work would be required to occur during the Oregon Department of Fish and Wildlife (ODFW) in-water work window.
- An Erosion Sediment Control Plan may be required for construction activities that could put sediment into a waterway.

- A re-vegetation and planting plan would be required for areas of disturbance.
- Any new culverts would have to meet ODFW fish passage criteria.
- Wild and Scenic waterways require authorization by the Oregon Parks and Recreation Department (OPRD) for activities within 1/4 mile of the banks.
- If the National Wetlands Inventory Map indicates the presence of wetlands in the project area, a wetland delineation is likely to be required. If permanent impacts to wetlands cannot be avoided, a mitigation plan will be needed.
- If an impervious trail surface is chosen, a National Pollutant Discharge Elimination System 1200-C Construction Permit may be required.
- Consultation to fulfill Section 7 of the Endangered Species Act will be required for this project if a federal nexus is triggered through work in waterways or use of federal funds. A Biological Assessment will likely be required to result in a Biological Opinion from the National Marine Fisheries Service and the U.S. Fish and Wildlife Service.
- County land use permits may be required.
- Oregon Department of Transportation (ODOT) permits may be required for road crossings.



Funding

Funding

The funding of trails can be challenging. Increased interest in trails as transportation alternatives and for recreation has increased competition for limited funds. Nonetheless, federal, state, and local government funding mechanisms—as well as grants, partnerships, and other creative funding methods—are available.

Local government agencies and nonprofit organizations are generally eligible to compete for federal, state, and foundation support to fund trail planning, construction, enhancement, and maintenance projects. Most often trail development and maintenance financing are the result of collaborative efforts by community organizations (memberships, solicited donors, fundraising events) and local government project partners applying for foundation grants and grants from state and federal government sources.

Fundraising to pay capital and operating costs will require a significant effort by WURA or an organization charged by the WURA Board of Directors with responsibility for developing and managing the trail through a management agreement, lease agreement, or contract.

Federal Transportation Funding

Two likely sources of competitive federal grants administered by State of Oregon agencies are the Recreational Trails Program and the Oregon Federal Lands Access Program. Matching funds to leverage the federal funds are required (railstotrails.org, 2015).

Recreational Trails Program

The U.S. Department of Transportation Federal Highway Administration (FHWA) provides funds to Oregon to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail use through the Recreational Trails Program (RTP).

Oregon Federal Lands Access Program

FHWA funds project that provide safe and adequate transportation access to and through federal lands for visitors, recreationists, and resource users. Eligible projects are capital improvement, enhancement, surface preservation, transit, planning, and research. Capital improvement proposals typically range from \$500,000 to \$10,000,000. Planning proposals typically range from \$100,000 to \$500,000.

Transportation Alternatives

This program is the largest federal source for trail funding. While Transportation Alternatives projects are federally funded, the funds are administered in Oregon by the Department of Transportation. Federal

funds are not limited to transportation and include recreation, environmental, brownfield, and community development programs.

The **Land and Water Conservation Fund** 50/50 matching grant program is administered by the OPRD in cooperation with the National Park Service. Program funds are intended for the acquisition and development of outdoor recreation areas; trails are one priority of this program.

The **Economic Development Administration** of the U.S. Department of Commerce is the Public Works program has an Economic Adjustment Assistance grant program. The investment program provides funding to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace.

State Funding

The state agency with a potential interest in the Joseph Branch Trail's development, besides the OPRD and ODOT, is ODFW. The agency's staff has discussed the possibility of trail funding to improve access to the Wallowa and Grande Ronde Rivers.

Local Government Funding

The most common sources of funding at the city and county level include allocations from park and recreation departments or a line item in a consolidated capital improvement program budget. Rarely, new taxes will be levied to exclusively support active transportation projects. One example is the City of Pendleton levied a five cent per gallon limited duration gasoline tax to match federal funds to pay for the railroad overpass near the Pendleton Roundup grounds.

In-Kind Contributions and Volunteer Time

As with the majority of the work on the Concept Plan, in-kind contributions of Eastern Oregon University faculty time and student time may make up a portion of design time. Additionally, volunteers from the Joseph Branch Trail Consortium are anticipated to continue to be a large source of support.

Foundation and Private Grants

Many foundations and companies provide grants for trail and greenway projects, open space preservation, community development, and community health.



Operation

Maintenance costs were roughly quantified in the Economic Impact Assessment. The Oregon Parks and Recreation Department provided a general approximation of annual maintenance costs per mile of \$500 to \$5,250. The cost is largely dependent on the trail standard, meaning primitive or paved. It is also dependent on how the work is accomplished, either by paid staff or volunteers, which will have a large effect on the price. There are additional long-term maintenance costs if the trail is paved. It would have to be repaved on an average of every 15 years, depending on the usage (Houston, 2014b)

Conceptual Annual Maintenance Costs

| Trail Segment | Miles | Low (\$500/mile) | High (\$5,250/mile) |
|-----------------------|-------|------------------|---------------------|
| Elgin to Minam | 13.02 | \$6,510 | \$68,355 |
| Minam to Wallowa | 26.07 | \$13,035 | \$136,868 |
| Wallowa to Lostine | 8.14 | \$4,070 | \$42,735 |
| Lostine to Enterprise | 10.05 | \$5,025 | \$52,763 |
| Enterprise to Joseph | 5.75 | \$2,875 | \$30,188 |
| Region | 63.02 | \$31,500 | \$330,750 |

Maintenance costs can be paid for in a variety of ways, from grants to parking fees to foundations. A member organization of “Friends of the Trail” could also potentially collect fees to support trail operations.

Operation of the trail would likely fall to a “Friends of the Trail” group and funding for operation could be obtained through endowments, donations, and/or sponsoring running, equestrian, cycling, and train ride events. The Wallowa Union Railroad Authority would remain in the structure of operation as an oversight regulator, as would the Federal Railroad Administration.

Operation of the trail could also be administered by an existing, credible non-profit organization such as the Northeast Oregon Economic Development Department or Eastern Oregon University.



Governance

Governance and implementation of the rail-with-trail activities will be within the framework of the Federal Railroad Administration, Bureau of Land Management, the Wallowa Union Railroad Authority (WURA), and, cities, counties, statutes, and administrative rules.

The WURA Board of Directors, if they decide development of the Joseph Branch Rail-with-Trail is in the public interest, will need to determine if the Board will take on the task of acquiring financial resources to construct, manage, and maintain the trail or if they will enter into an agreement with another organization to fulfill those responsibilities. In either case, a project manager would need to be identified to be responsible for recruiting or creating an organization to manage the Joseph Branch Rail-with-Trail Development Initiative.

The Rails-to-Trails Conservancy’s *Tool Box* webpage states, “Next to ownership, maintenance and management are the most critical issues to be addressed when preparing for trail development. The following questions must be answered regardless of whether the trail is going to be owned publicly or privately:

- Who will manage the trail or greenway?
- How will funds for maintenance be secured for future years?
- How will the safety of trail users be ensured every hour of every day, throughout the year?

“Long-term trail success depends on sustainable management, maintenance and funding plans...” (railstotrails.org, 2015). The U.S. Department of Transportation’s August 2002 study, *Rails-with-Trails: Lessons Learned, Literature Review, Current Practices, Conclusions*, reports most railroads enter into contracts with trail proponent organizations or agencies to finance, develop, and manage trails. In most cases, the railroad retains property control through easements and license agreements (USDOT, 2002).

The effort undertaken to prepare the Joseph Branch Rail-with-Trail Concept Study (identified as an Assessment of the Wallowa Union Trail Concept in the original Memorandum of Understanding) demonstrates there is significant community stakeholder and government agency support for undertaking tasks associated with development of a trail. If the WURA Board of Directors determines the best option to construct a trail is to hire an independent organization whose sole mission is trail development and management, the Board should invite proposals to determine which organization (or organizations working collaboratively) has an interest in and capacity to secure the necessary funding, oversee construction, and manage and maintain the Joseph Branch Trail, either in its entirety or by trail segment. In this scenario, WURA and the

organization(s) selected to undertake the task would negotiate a long-term trail development and management agreement.

They would also organize a Trail Advisory Committee with representatives from Union and Wallowa Counties’ public works, recreation, and public safety departments, communities along the right-of-way, and stakeholder organizations that will have involvement in the trail. The Trail Advisory Committee's immediate task will be to approve and communicate the details of agreed-upon fundraising and trail development action plans to the entities they represent. They will also be asked to carry out specific tasks detailed in the implementation and operational plans that are within the purview of their organizations' and stakeholder groups' responsibilities.

The assistance of the Oregon Parks and Recreation Department Trail Programs Unit, Recreation Grants, and Community Programs Division staff members should be sought to help form and work with a Trail Technical Advisory Committee. The Committee will be charged with helping solve problems related to the physical challenge of trail development and developing trail maintenance plans.

The Rails-to-Trails Conservancy has identified successful Hall of Fame trails and the basic governance structures in leading and managing the trail system. The types of governance structures identified by the Conservancy can be summarized as:

- a. **A Unit of Government Plus a Friends Group.** A state, county, city, or special district working with a Friends Group.
- b. **A Coalition of Stakeholders.** Some sort of collaboration, working together in a partnership, to build, manage, and support the trail system.

The Conservancy identified a third category in reviewing websites of trails not a part of the Hall of Fame award—a nonprofit corporation with primary responsibility for owning and/or managing and supporting the trail system, often working with a variety of governments.

The most prevalent governance system is a government agency working with a Friends Group—which in many ways could also be defined as collaboration (National Policy Consensus Center, 2015).

WURA’s Board of Directors should consider the conclusion of the Salmonberry Trail Coalition’s exploration of governance and implementation options. The Coalition concluded no single entity could manage the Salmonberry Trail. They determined that establishing a new

collaborative, multi-jurisdictional agency was needed. They named the new agency the Salmonberry Trail Intergovernmental Agency. A Board of Directors and ex officio membership was established. The Board of Directors includes an economic development agency, a county recreation department, and an Oregon Parks and Recreation Department representative. The Board has ex officio members including county government, a visitors association, Cycle Oregon, legislators, and the Regional Solutions Director.

The Salmonberry Trail Intergovernmental Agency’s purpose is to plan the development and maintenance of the trail. The Agency identified governance phases and the issues that needed to be managed in each implementation phase. These phases included:

1. Planning Phase

The planning phase focused on the initial formation and decision making elements for the corridor. The coalition prioritized development activities along the entire corridor; prioritized funding opportunities; developed signage, branding, and programming directions for the corridor; and served as the conduit for communication with funding partners.

2. Development Phase

The development phase focused on project work being completed. The coalition worked with members to track development projects, phasing of projects, and strategic development to ensure additive value of all projects and to reduce redundancy or conflicting development initiatives. Additionally, the coalition looked for potential funding sources and ensured a strategic alignment between resources and projects.

3. Operation Phase

As the corridor has developed, operation of the corridor has been a larger focus of the coalition’s efforts. Prior to development, the coalition identified what the operation and maintenance needs would be, who would be maintaining and operating the corridor or segments, how to prioritize annual maintenance and future heavy maintenance needs, and what funding responsibilities or options would be needed to operate the corridor (Walker Macy, 2014).

A similar governance structure could be considered for the Joseph Branch.

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Addendum List

- Addendum A, Existing Conditions
 - Addendum B, Wallowa Valley Cultural and Heritage Resources Report
 - Addendum C, Downtown Assessment Report: Elgin, Wallowa, Lostine, Enterprise, & Joseph
 - Addendum D, Land Use Assessment
 - Addendum E - Key Stakeholder Interview Report
 - Addendum F, Joseph Branch Rail-with-Trail Public Opinion Survey Report
 - Addendum G, Economic Impact Assessment
- All Addendums are available at <https://www.eou.edu/rails-with-trails/reports/>

Atlas








The accompanying atlas for this assessment is the source for most information and detail about the existing conditions, opportunities, and constraints. Each page or tile in this atlas is of the same scale and should be printed on 11x17 paper in full color if possible. Each tile overlaps previous and following tiles and a light frame shows the extents of these overlaps on each page. The key maps at the beginning of each segment show the orientation of the tiles; it is worth noting that north is not always the top of each tile page.

Each tile page is based on an aerial photo, with key information added such as nearby roads, public lands, and streams. The rail right-of-way is drawn in a red line on the overview maps. Mileposts are noted (and they reflect the distance from Elgin). Road crossings are noted, as well as all bridges, trestles, and key views.

The development proposals for each portion of the corridor are noted in brown circles with letters corresponding to the design concepts visually depicted in this report.

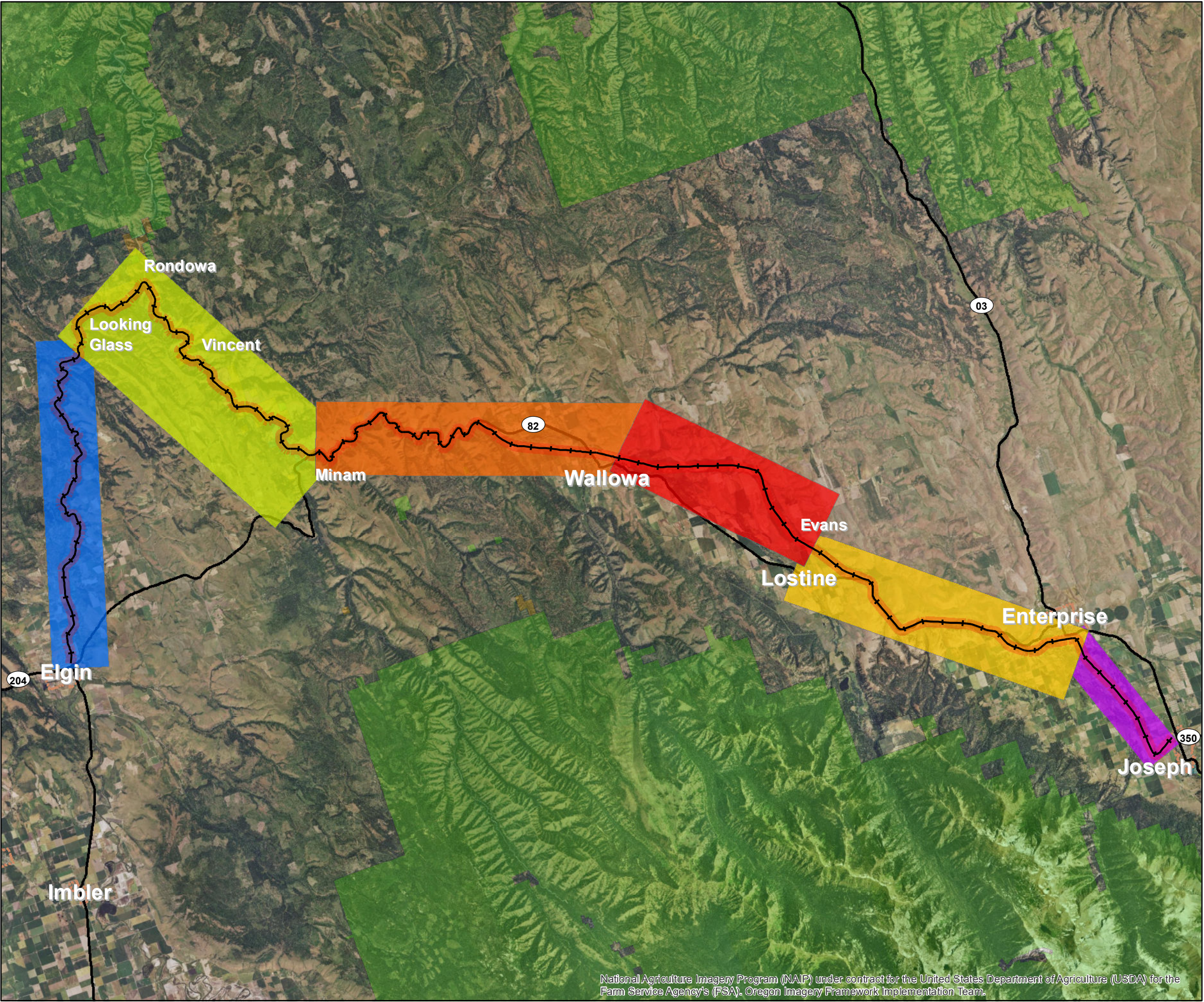
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Joseph Branch Corridor

-  Rail Alignment
-  OPRD
-  BLM
-  DOE
-  USFS
-  ODFW
-  CityParks

Planning Segments

- Segment Name
-  Elgin to Looking Glass
 -  Enterprise to Joesph
 -  Looking Glass to Minam
 -  Lostine to Enterprise
 -  Minam to Wallowa
 -  Wallowa to Lostine



Joseph Branch Rail-with-Trail Existing Conditions Assessment

Elgin to Looking Glass



- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

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0 0.5 1 Miles


Joseph Branch Rail-with-Trail Existing Conditions Assessment


Elgin to Looking Glass


Tile: 1 - Elgin


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM

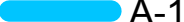
 DOE


 USFS


 ODFW


 CityParks


Development Proposal


 A-1

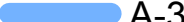
 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3


 B-3


 C-1


 A-4


 B-4

 D-1


 A-5


 B-4


 D-1


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

 Restaurant

 Gas Station

 Restrooms



0 500 1,000
Feet

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Joseph Branch Rail-with-Trail Existing Conditions Assessment

Elgin to Looking Glass

Tile: 2 - Gordon Creek



Rail Alignment

Bridge

Hazards

Culvert

Road Crossing

Topo Constraints

OPRD

BLM

DOE

USFS

ODFW

CityParks

Development Proposal

A-1

A-2

A-3

A-4

A-5

A-6

B-1

B-2

B-3

B-4

Br-A

Br-B

C-1

D-1

Existing Facilities/Services

Boat Launch

Camping

Day Use; Park

Fish Hatchery

Gas Station

Hotel

Market

Parking

Restaurant

Restrooms

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

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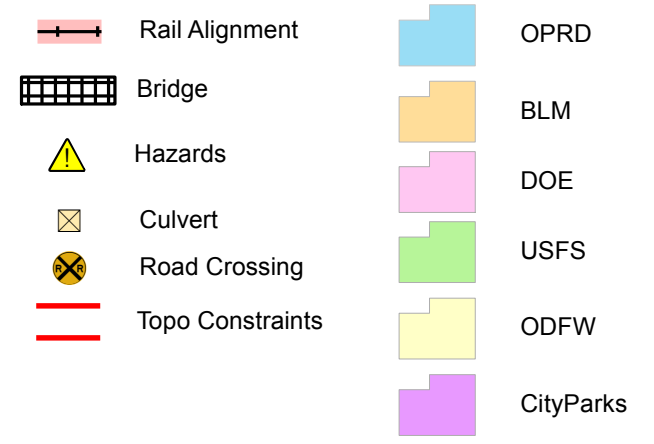
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Feet

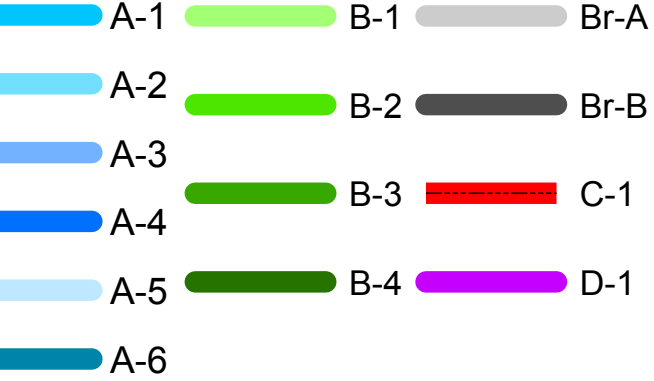
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Elgin to Looking Glass

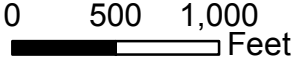
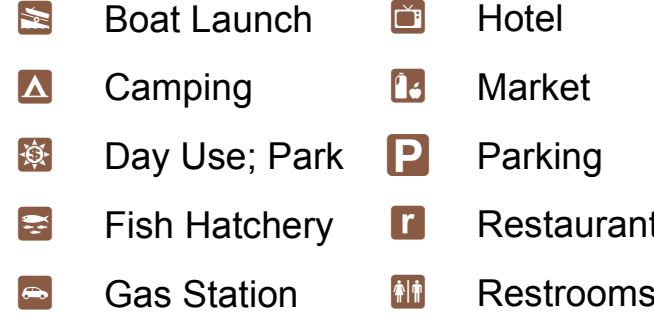
Tile: 3 - Andy Rapids



Development Proposal



Existing Facilities/Services



Joseph Branch Rail-with-Trail Existing Conditions Assessment

Elgin to Looking Glass

Tile: 4 - Partridge Creek

Rail Alignment

Bridge

Hazards

Culvert

Road Crossing

Topo Constraints

OPRD

BLM

DOE

USFS

ODFW

CityParks

Development Proposal

A-1

B-1

Br-A

A-2

B-2

Br-B

A-3

B-3

C-1

A-4

B-4

D-1

A-5

A-6

Existing Facilities/Services

Boat Launch

Hotel

Camping

Market

Day Use; Park

Parking

Fish Hatchery

Restaurant

Gas Station

Restrooms

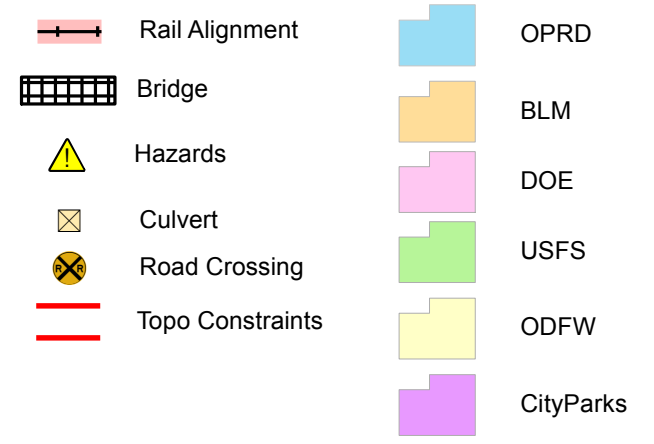
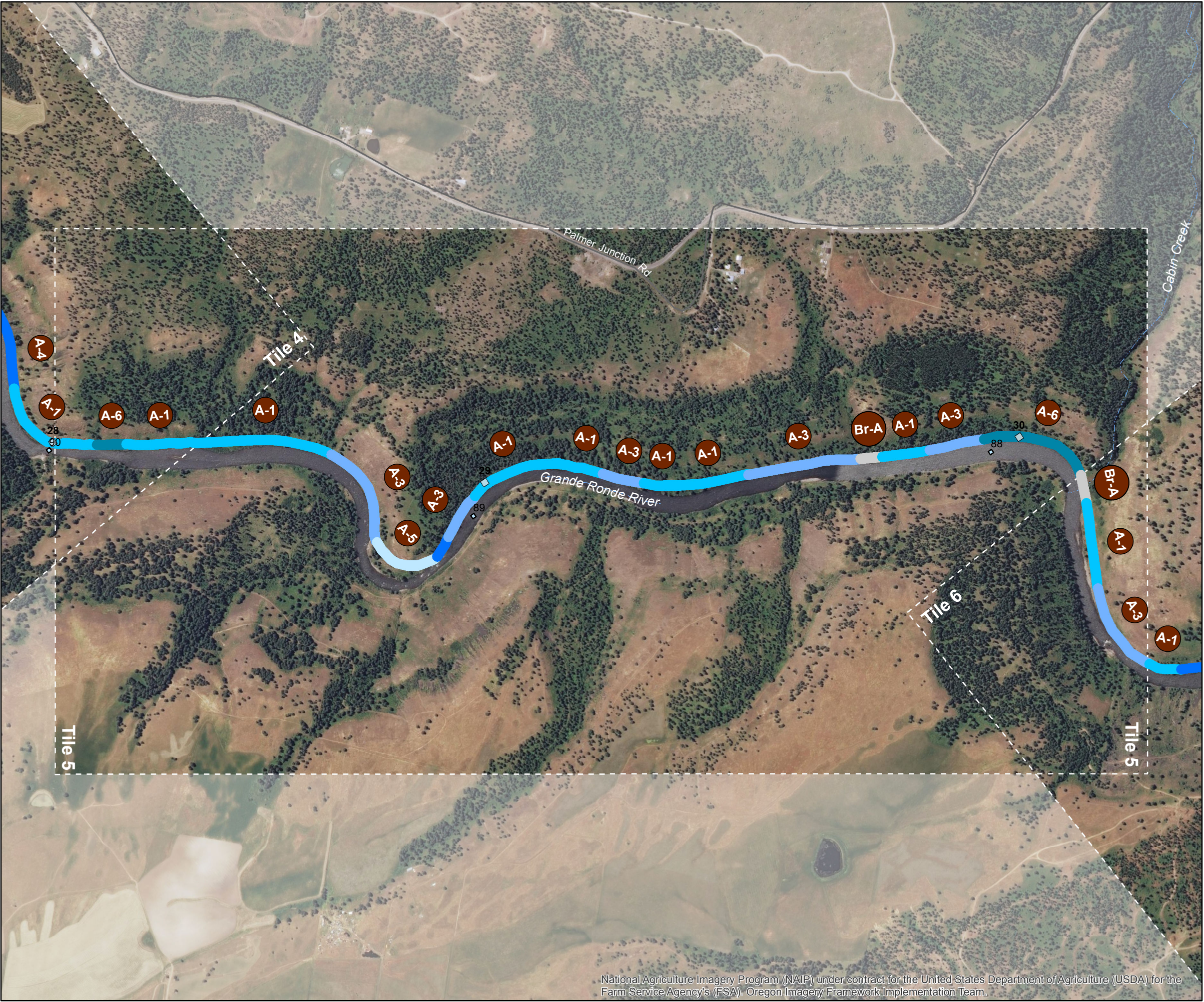
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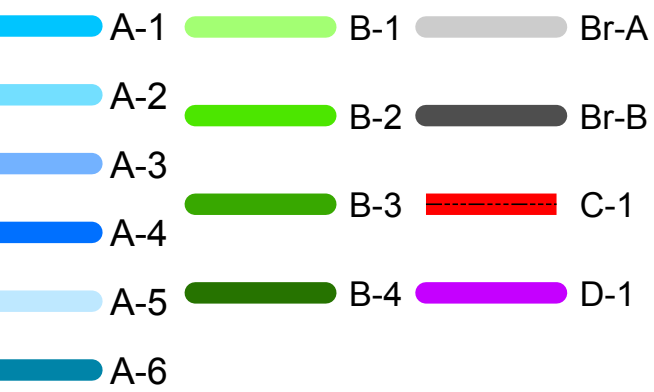
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Elgin to Looking Glass

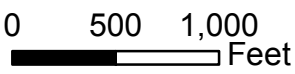
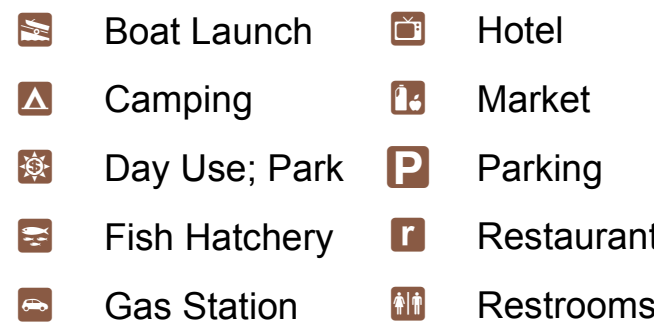
Tile: 5 - Cabin Creek



Development Proposal



Existing Facilities/Services





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Joseph Branch Rail-with-Trail Existing Conditions Assessment


Elgin to Looking Glass


Tile: 6 - Moses Creek


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM


 DOE


 USFS


 ODFW


 CityParks


Development Proposal


 A-1

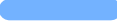
 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3

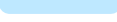
 B-3


 C-1

 A-4


 B-4


 D-1


 A-5


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

 Restaurant

 Gas Station

 Restrooms

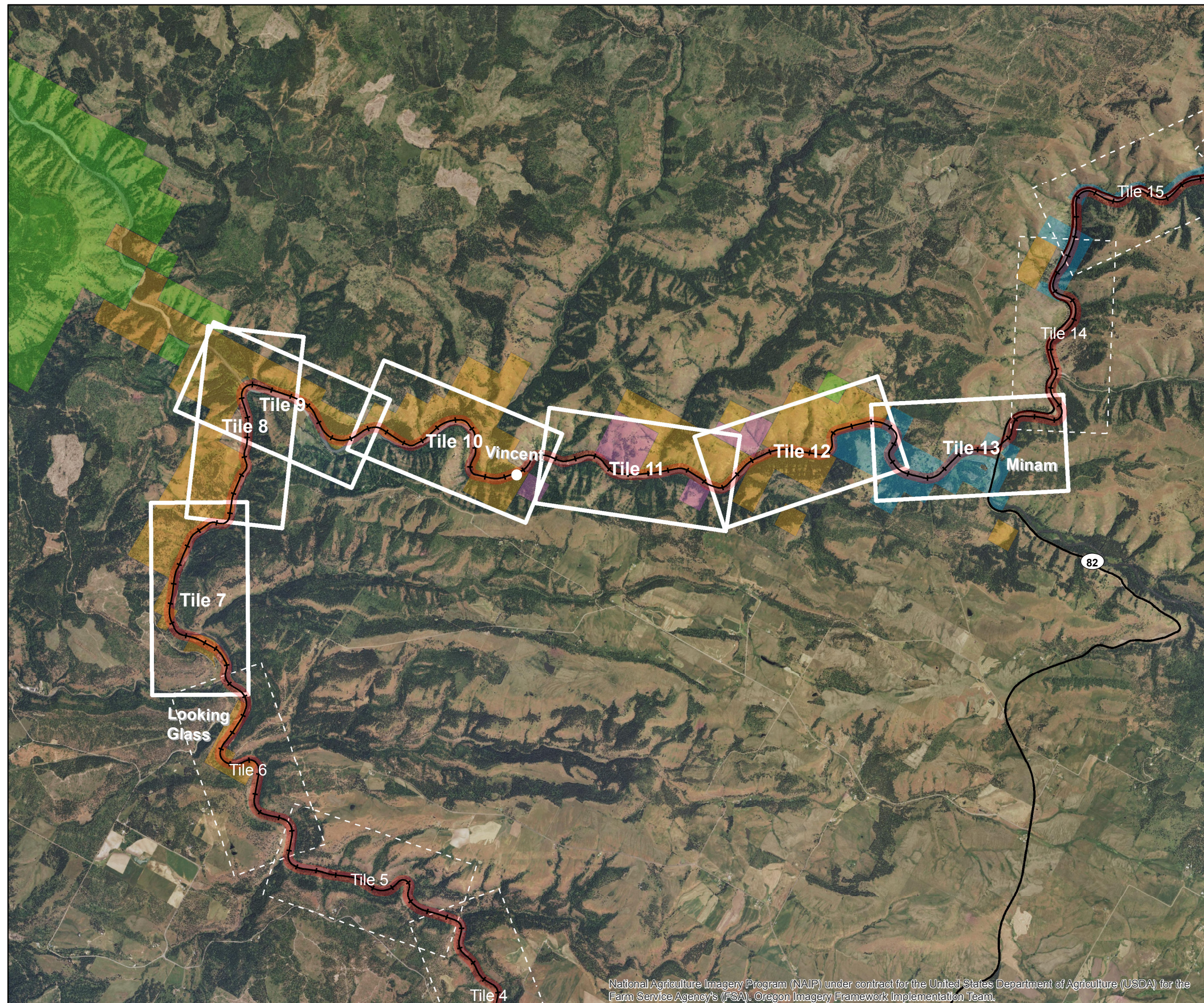


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Feet

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Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam



- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

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0 0.5 1 Miles

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam

Tile: 7 - Looking Glass Creek



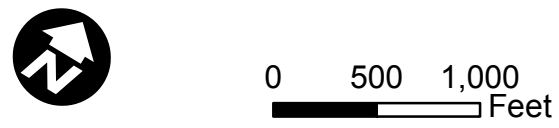
- | | | | |
|--|------------------|--|-----------|
| | Rail Alignment | | OPRD |
| | Bridge | | BLM |
| | Hazards | | DOE |
| | Culvert | | USFS |
| | Road Crossing | | ODFW |
| | Topo Constraints | | CityParks |

Development Proposal

- | | | | | | |
|--|-----|--|-----|--|------|
| | A-1 | | B-1 | | Br-A |
| | A-2 | | B-2 | | Br-B |
| | A-3 | | B-3 | | C-1 |
| | A-4 | | B-4 | | D-1 |
| | A-5 | | | | |
| | A-6 | | | | |

Existing Facilities/Services


- | | | | |
|--|---------------|--|------------|
| | Boat Launch | | Hotel |
| | Camping | | Market |
| | Day Use; Park | | Parking |
| | Fish Hatchery | | Restaurant |
| | Gas Station | | Restrooms |





Joseph Branch Rail-with-Trail Existing Conditions Assessment


Looking Glass to Minam


Tile: 8 - Grande Ronde Confluence


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM


 DOE


 USFS


 ODFW


 CityParks


Development Proposal


 A-1

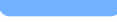
 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3

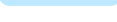
 B-3


 C-1


 A-4


 B-4

 D-1


 A-5


 B-4


 D-1


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

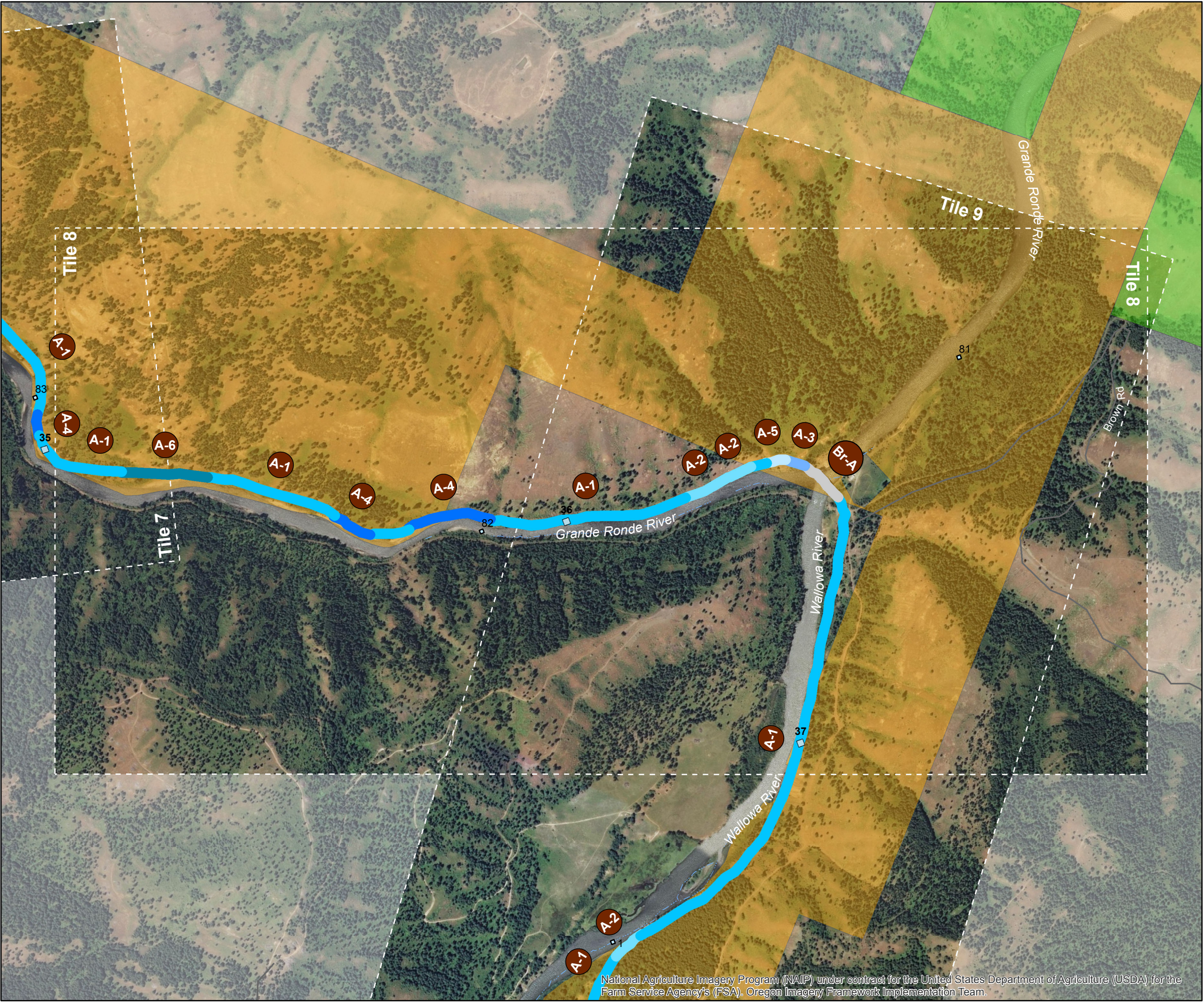
 Restaurant

 Gas Station

 Restrooms



0 500 1,000
Feet

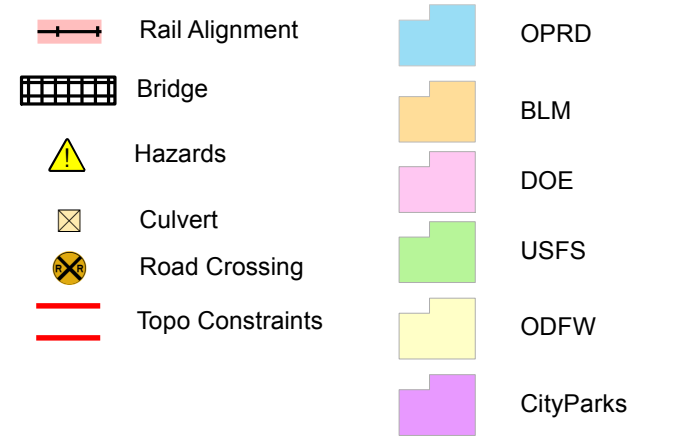
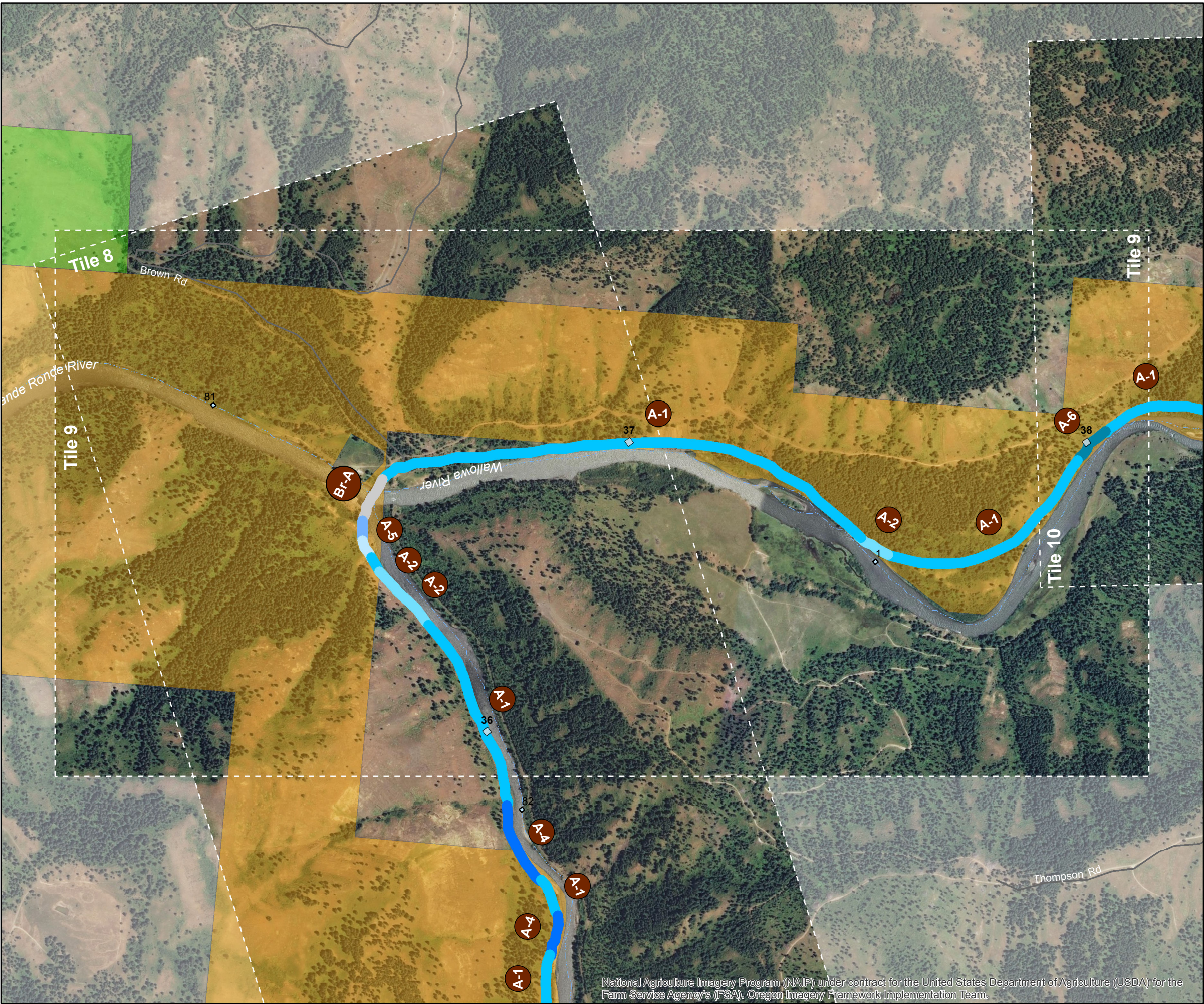


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

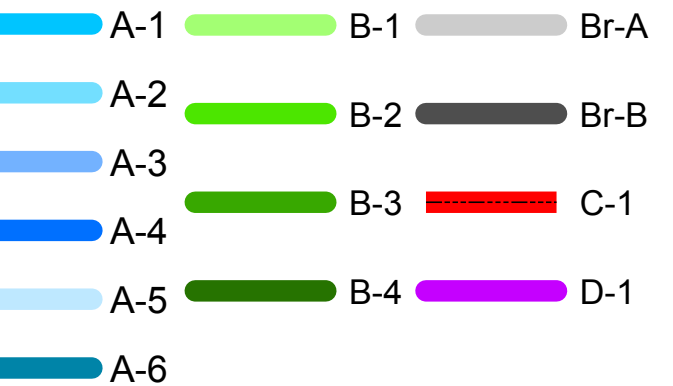
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam

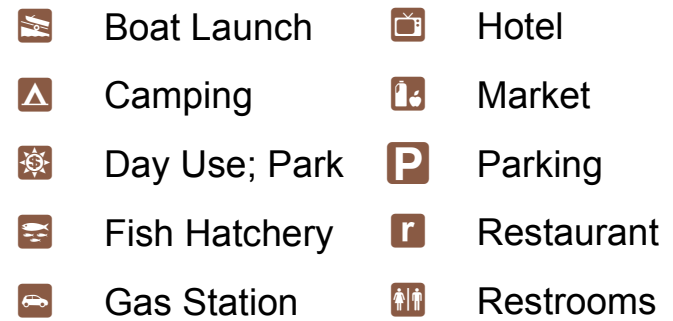
Tile: 9 - Howard Butte



Development Proposal



Existing Facilities/Services

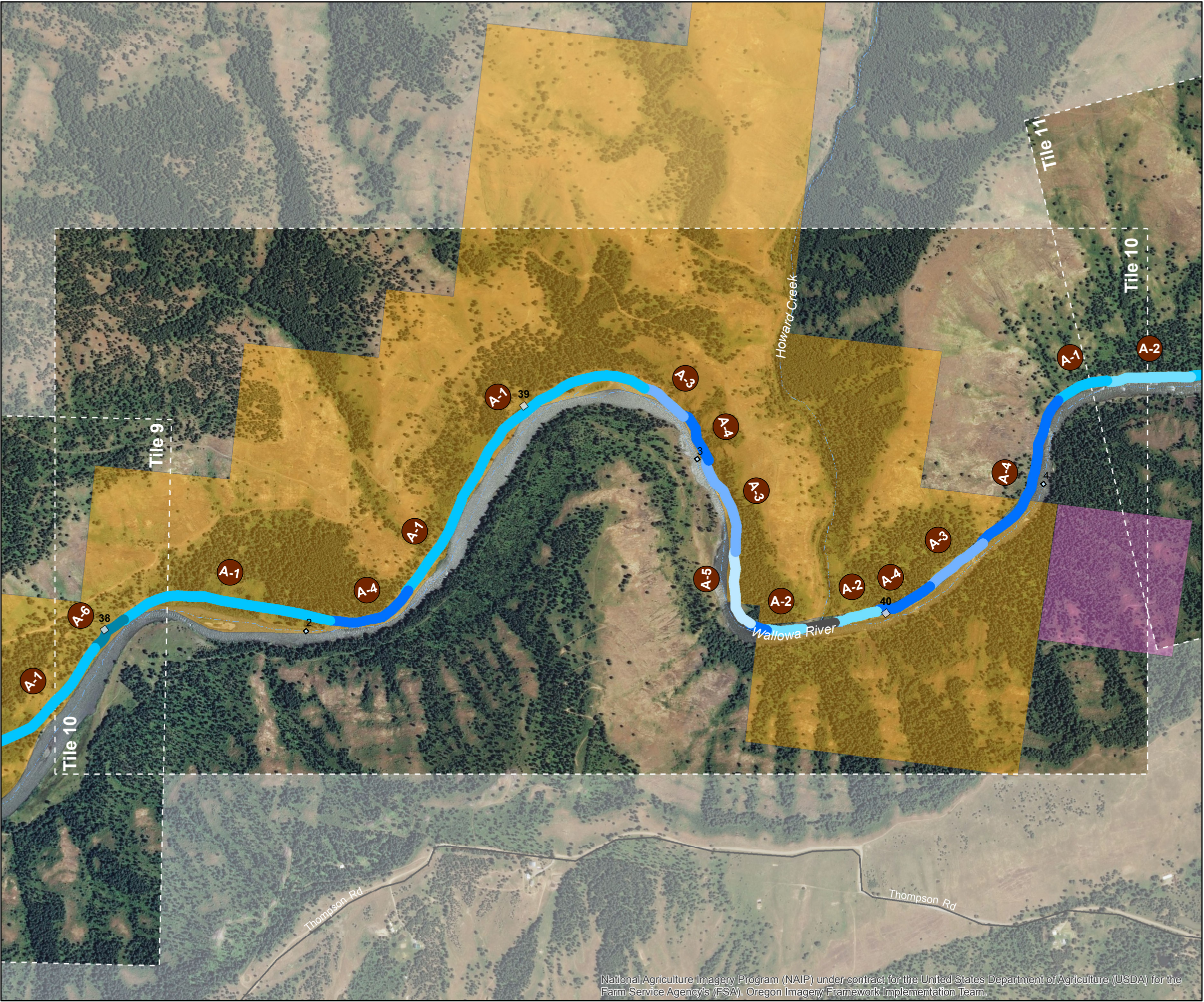


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Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam

Tile: 10 - Howard Creek



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- | | |
|------------------|-----------|
| Rail Alignment | OPRD |
| Bridge | BLM |
| Hazards | DOE |
| Culvert | USFS |
| Road Crossing | ODFW |
| Topo Constraints | CityParks |

- ### Development Proposal
- | | | |
|-----|-----|------|
| A-1 | B-1 | Br-A |
| A-2 | B-2 | Br-B |
| A-3 | B-3 | C-1 |
| A-4 | B-4 | D-1 |
| A-5 | | |
| A-6 | | |

- ### Existing Facilities/Services
- | | |
|---------------|------------|
| Boat Launch | Hotel |
| Camping | Market |
| Day Use; Park | Parking |
| Fish Hatchery | Restaurant |
| Gas Station | Restrooms |

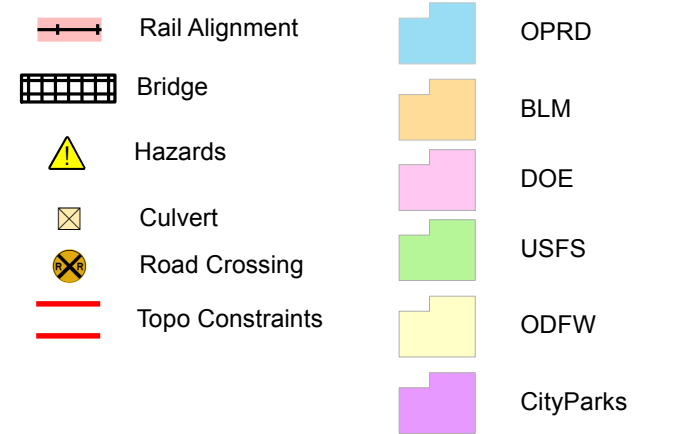
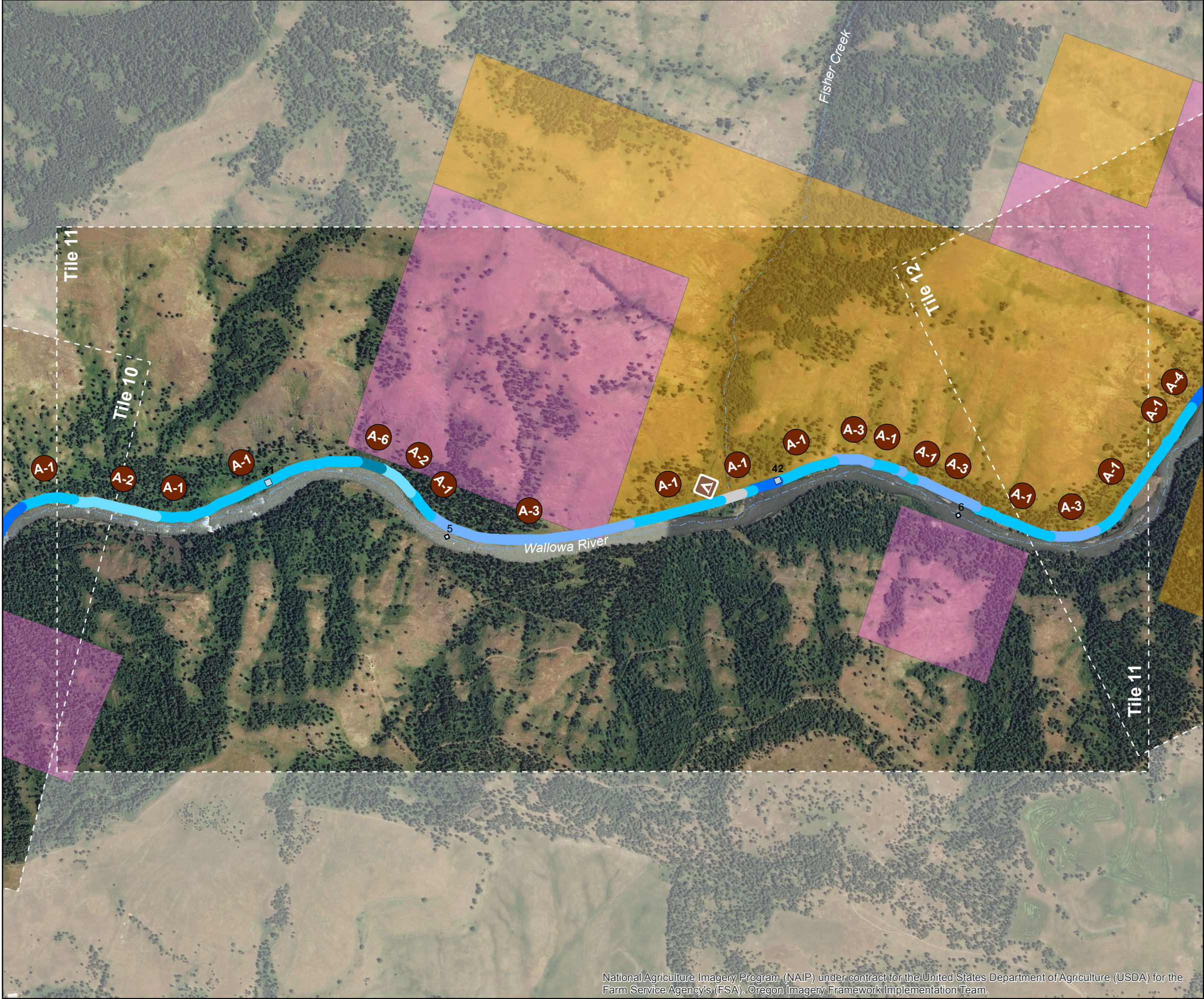


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Feet

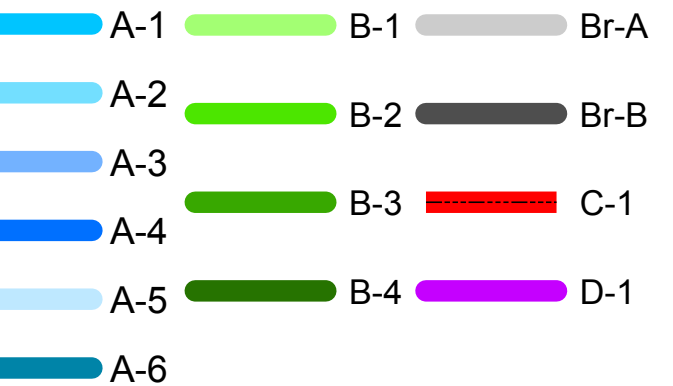
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam

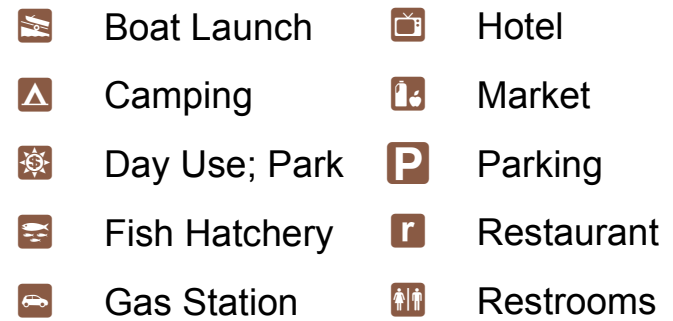
Tile: 11 - Fisher Creek



Development Proposal



Existing Facilities/Services




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
National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment


Looking Glass to Minam


Tile: 12 - Minam State Recreation Area


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM


 DOE

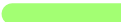
 USFS


 ODFW


 CityParks


Development Proposal


 A-1


 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3


 B-3


 C-1


 A-4

 B-4

 D-1


 A-5


 B-4


 D-1


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

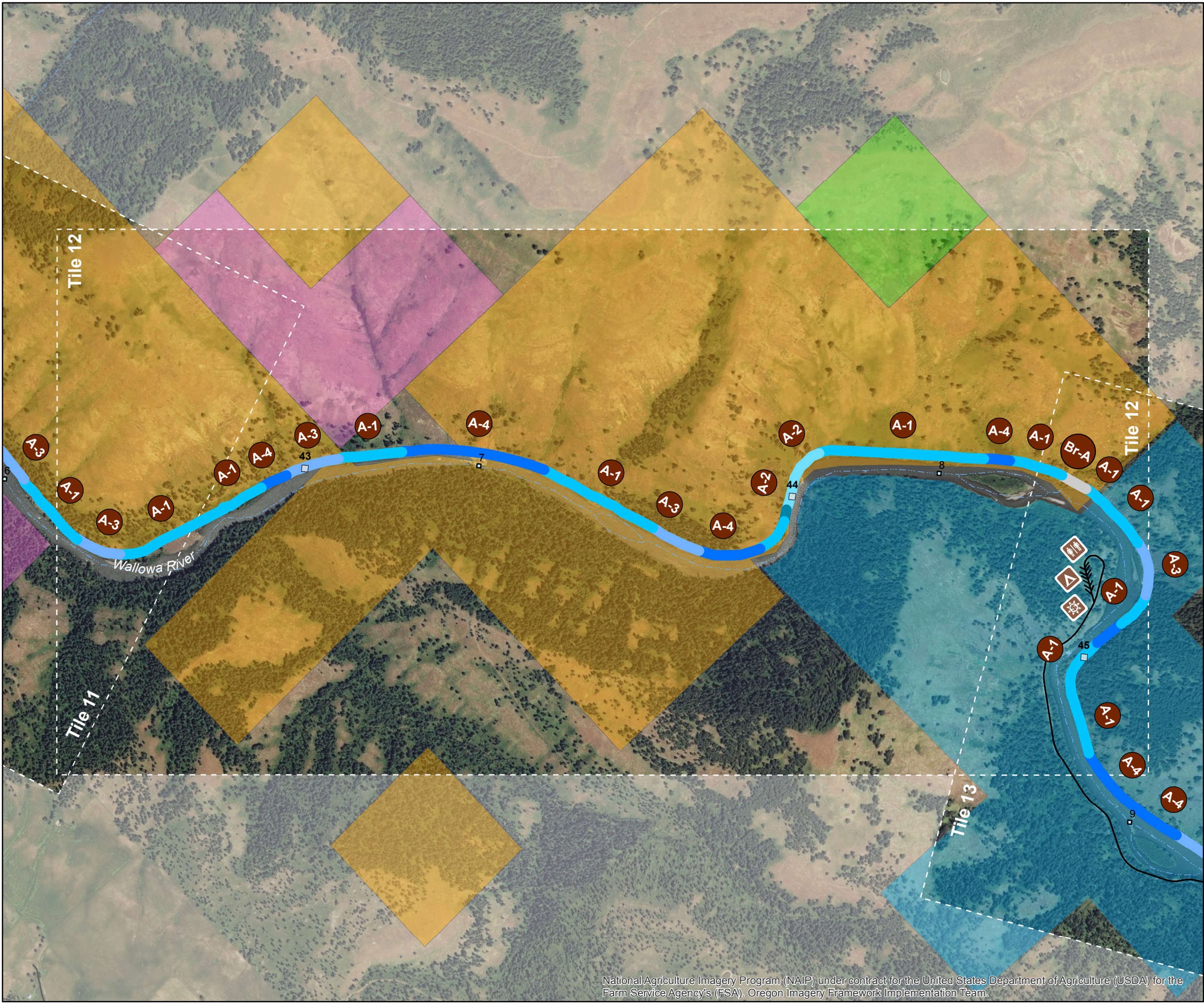
 Restaurant

 Gas Station

 Restrooms



0 500 1,000
Feet

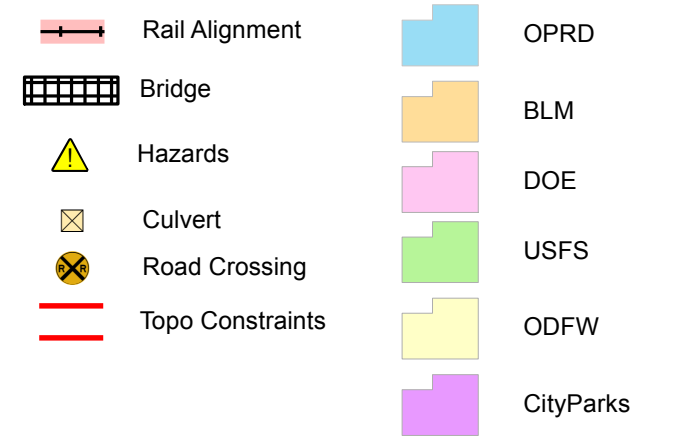
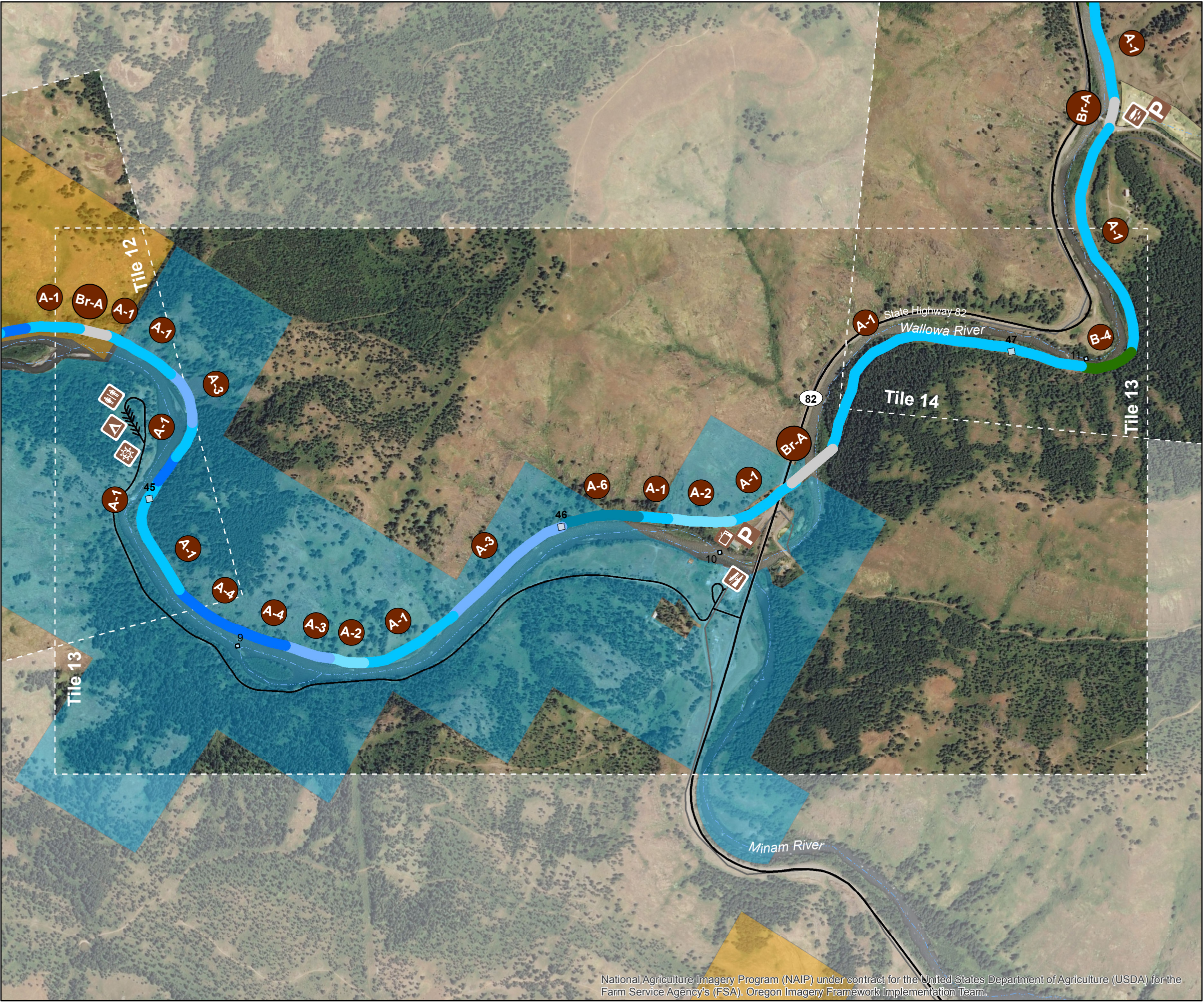


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

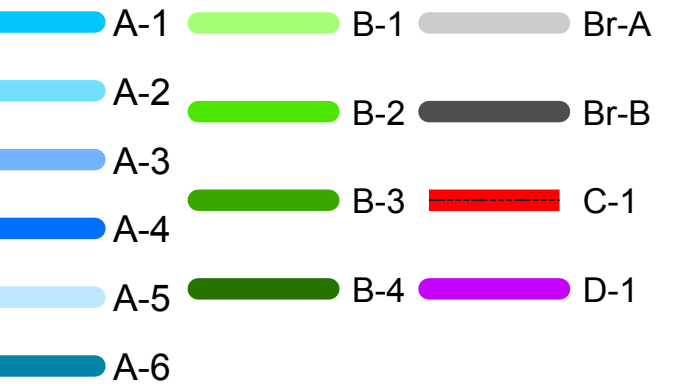
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Looking Glass to Minam

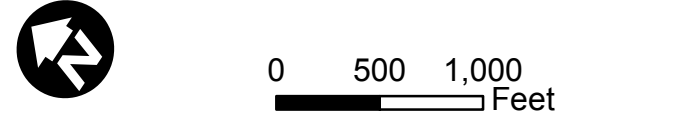
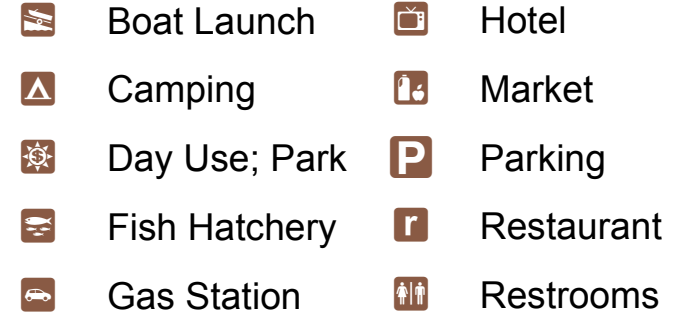
Tile: 13 - Wallowa River Confluence



Development Proposal










Existing Facilities/Services

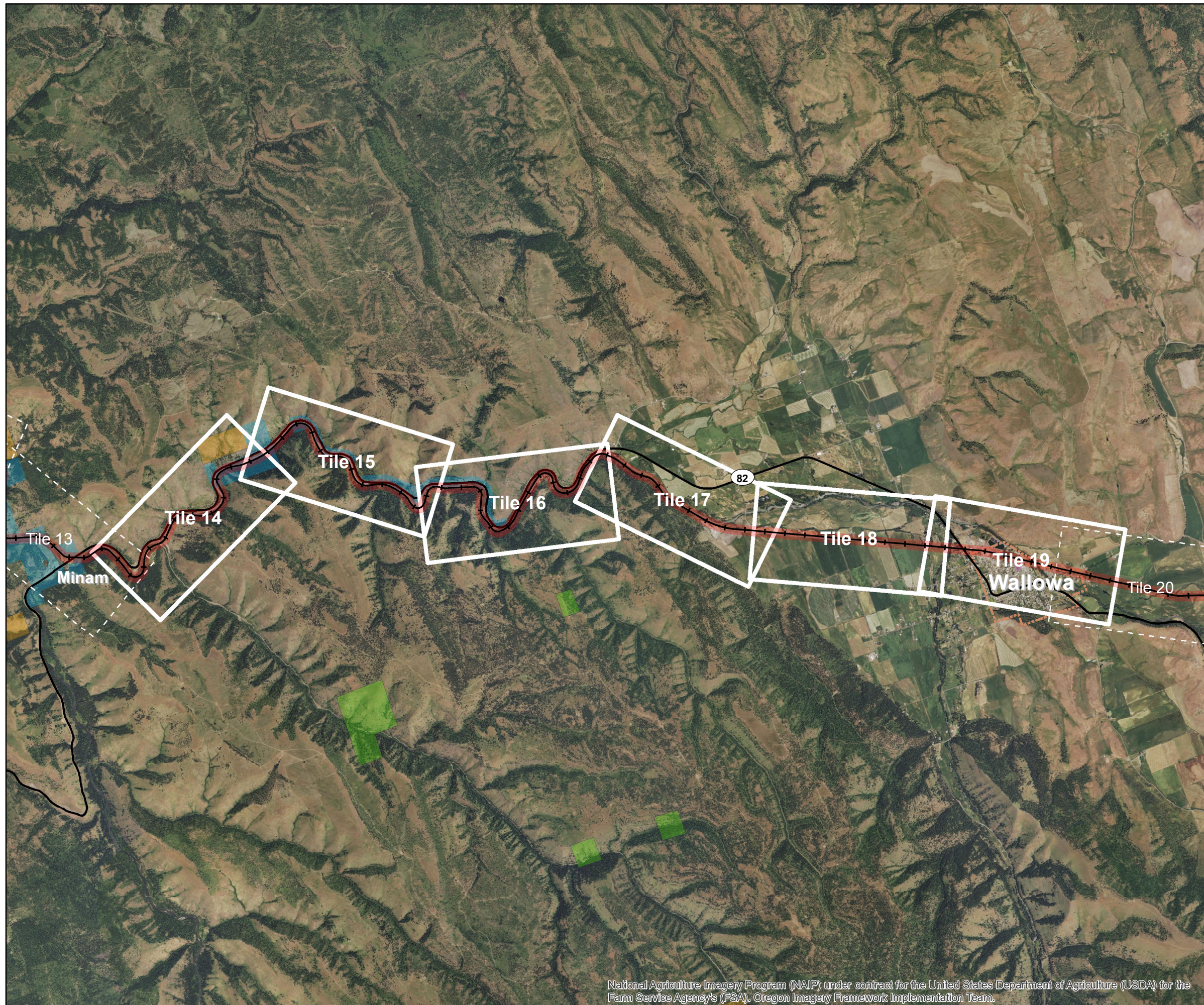


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

-  Rail Alignment
-  OPRD
-  BLM
-  DOE
-  USFS
-  ODFW
-  CityParks

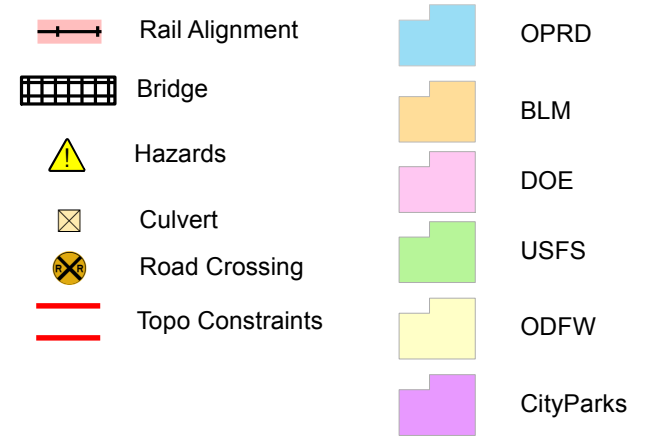
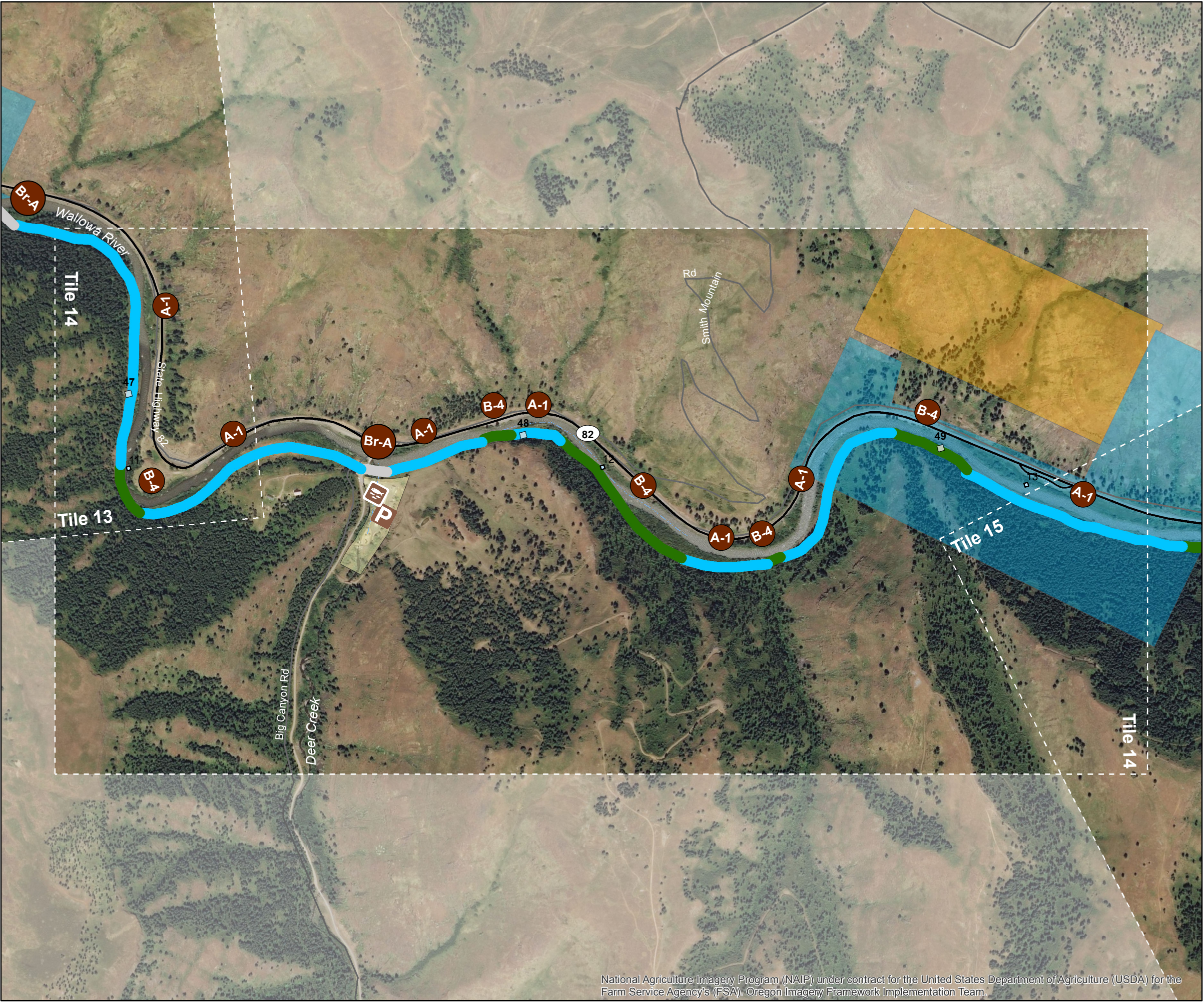


0 0.5 1 Miles

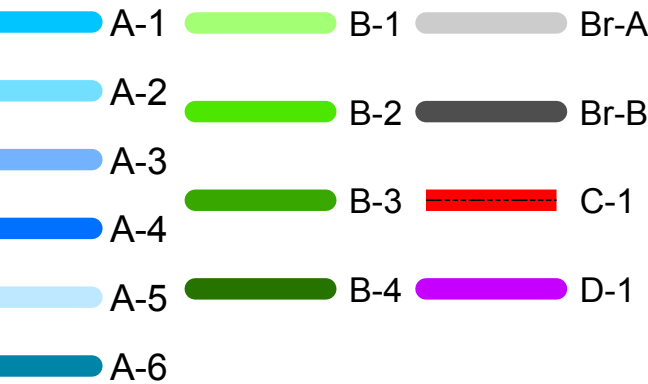
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

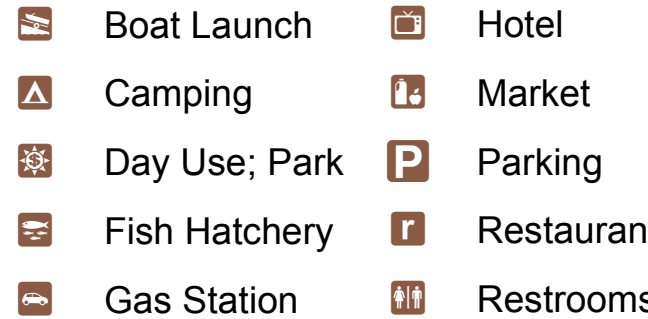
Tile: 14 - Deer Creek



Development Proposal



Existing Facilities/Services




0 500 1,000
Feet


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.


Joseph Branch Rail-with-Trail Existing Conditions Assessment


Minam to Wallowa


Tile: 15 - Skylight Canyon


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM


 DOE


 USFS


 ODFW


 CityParks


Development Proposal


 A-1


 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3

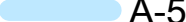
 B-3


 C-1


 A-4


 B-4

 D-1


 A-5


 B-4


 D-1


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

 Restaurant

 Gas Station

 Restrooms



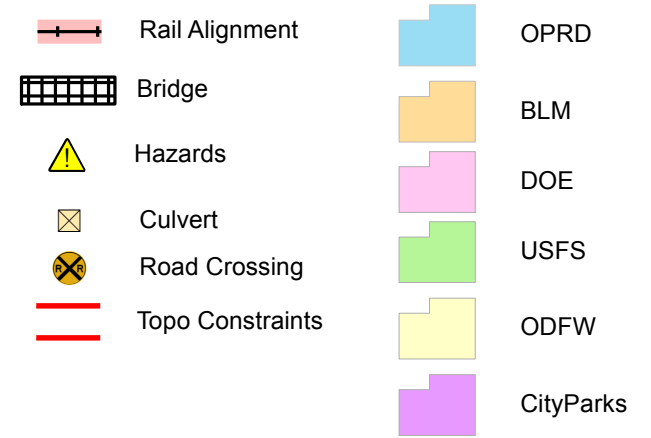
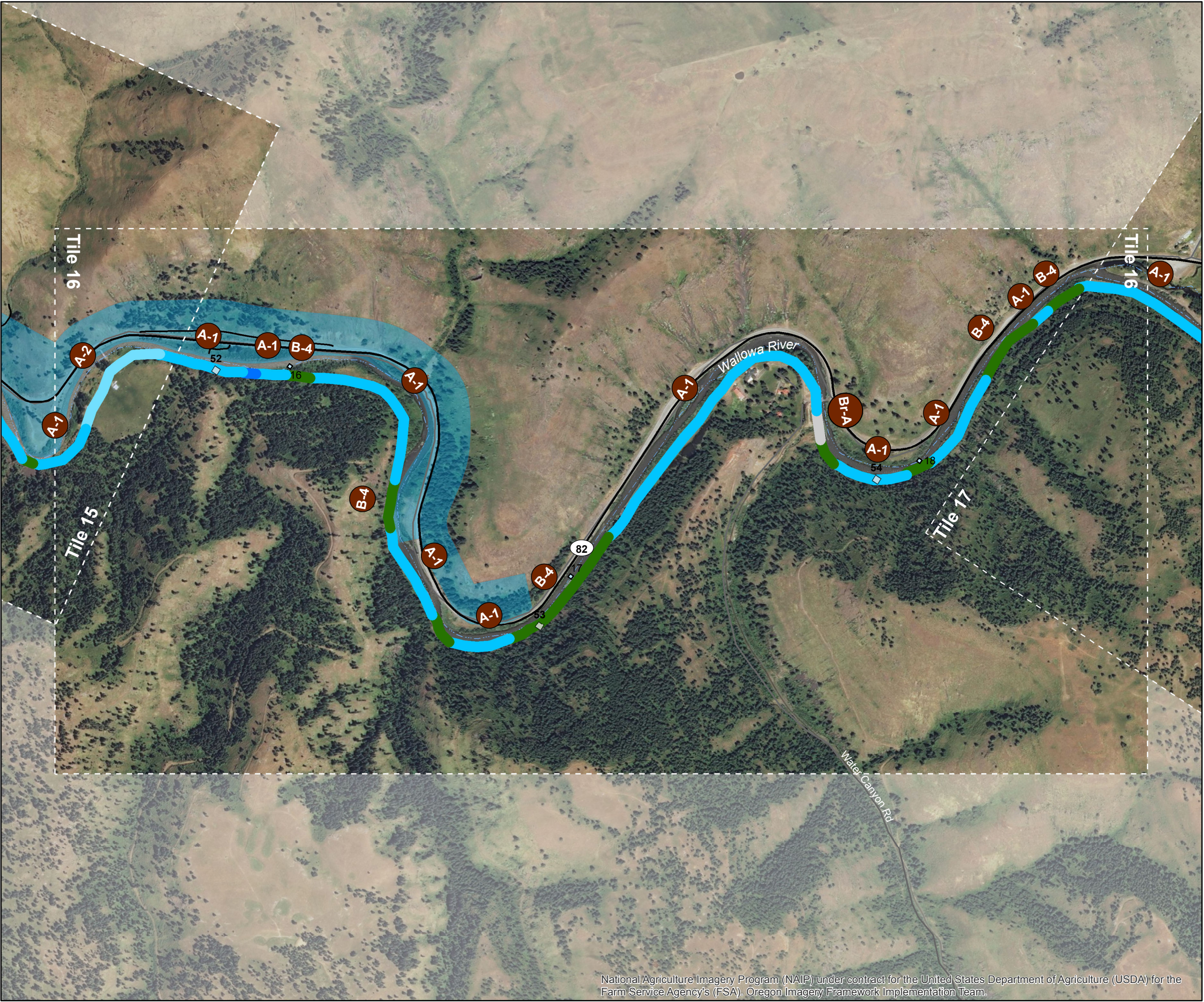
0 500 1,000
Feet

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

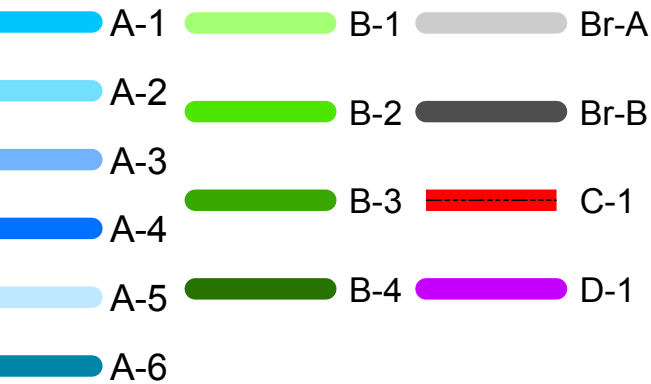
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

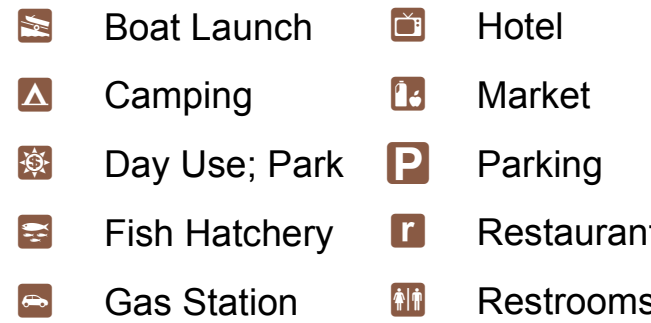
Tile: 16 - Water Canyon



Development Proposal



Existing Facilities/Services

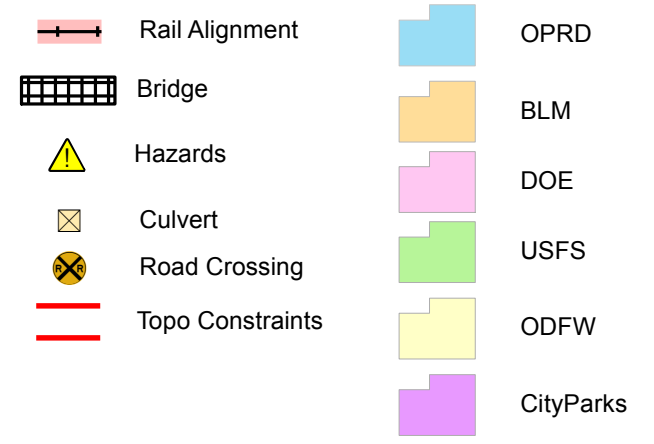
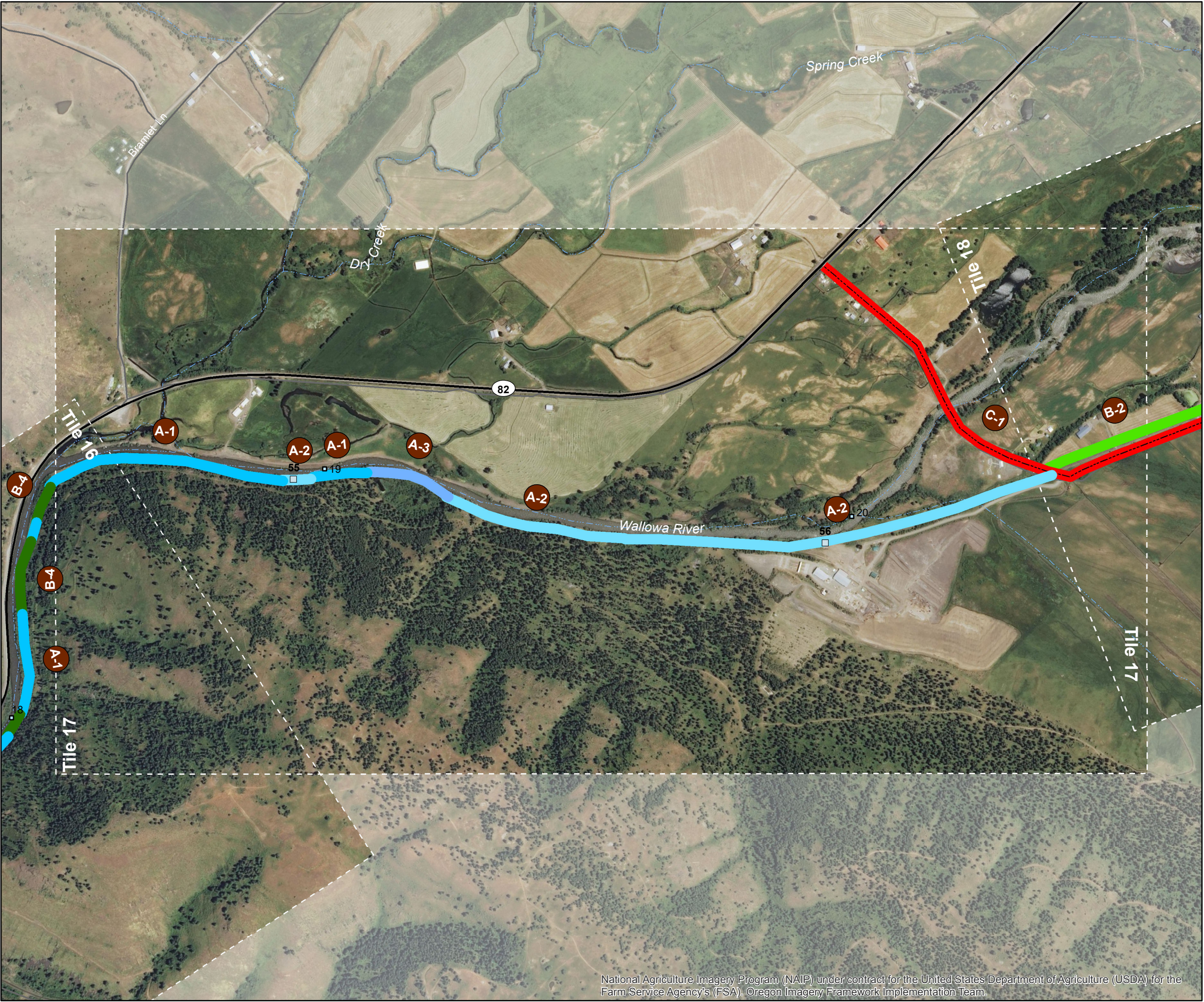


0 500 1,000
Feet

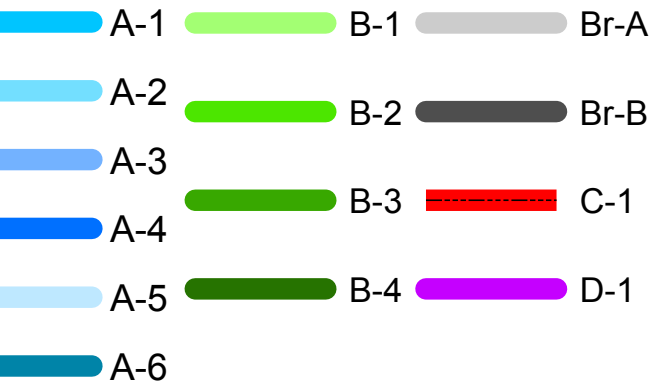
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

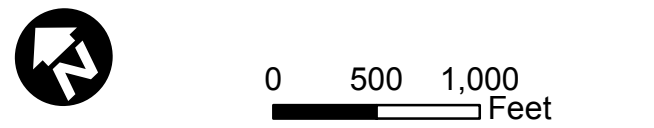
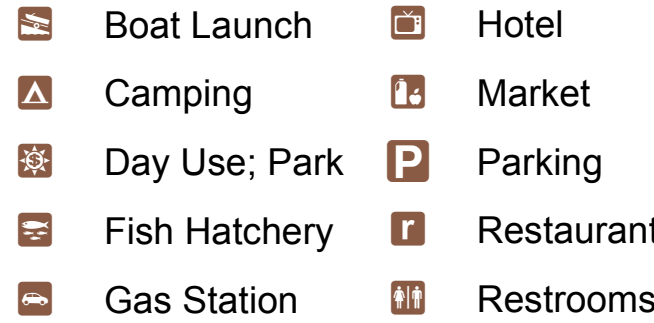
Tile: 17 - Dry Creek



Development Proposal



Existing Facilities/Services



National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

Tile: 18 - Diamond Prairie

Rail Alignment

Bridge

Hazards

Culvert

Road Crossing

Topo Constraints

OPRD

BLM

DOE

USFS

ODFW

CityParks

Development Proposal

A-1

B-1

Br-A

A-2

B-2

Br-B

A-3

B-3

C-1

A-4

B-4

D-1

A-5

B-4

D-1

A-6

Existing Facilities/Services

Boat Launch

Hotel

Camping

Market

Day Use; Park

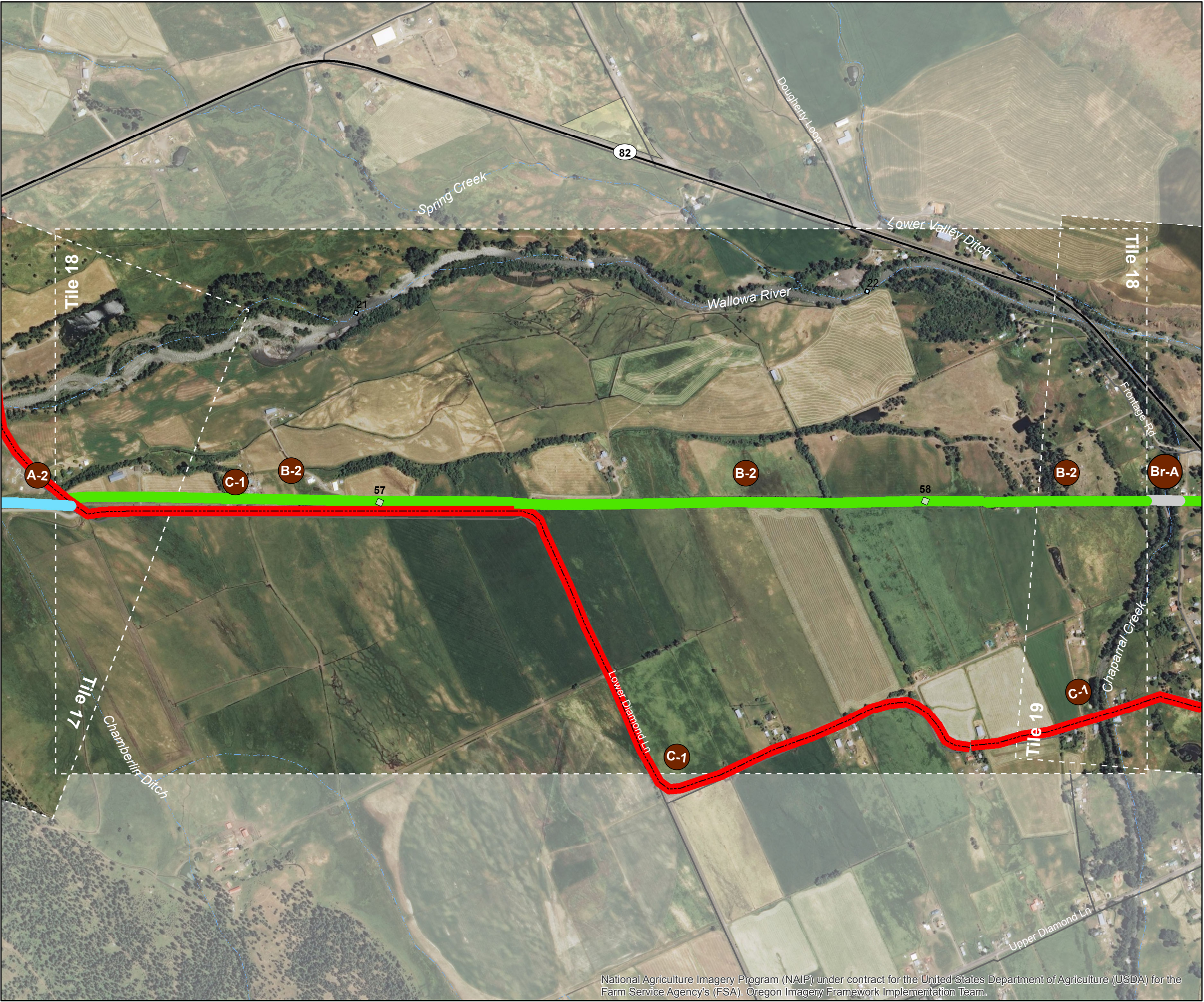
Parking

Fish Hatchery

Restaurant

Gas Station

Restrooms

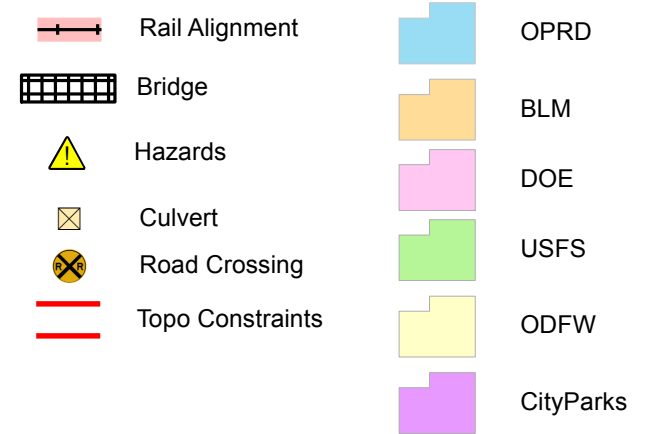
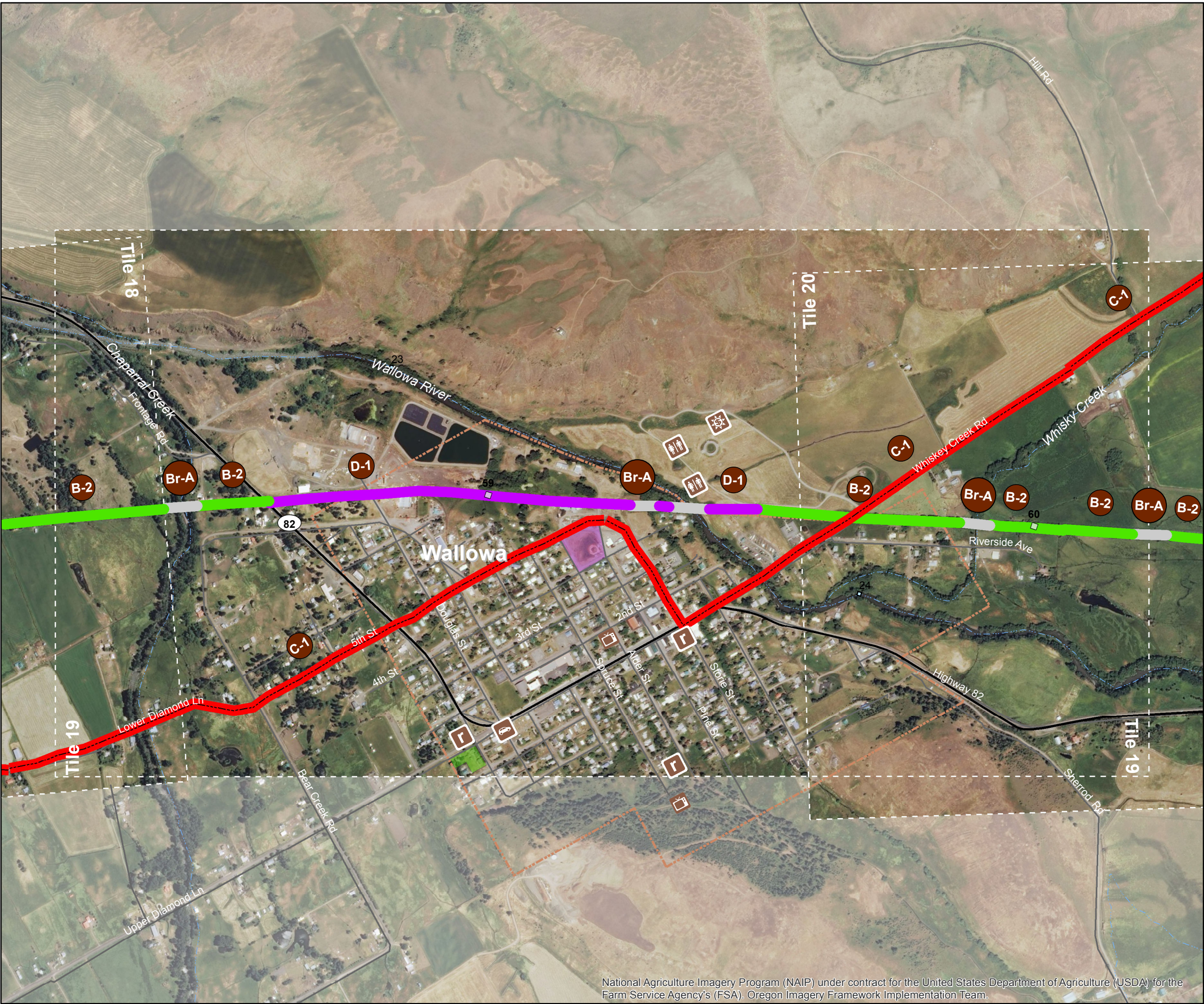


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

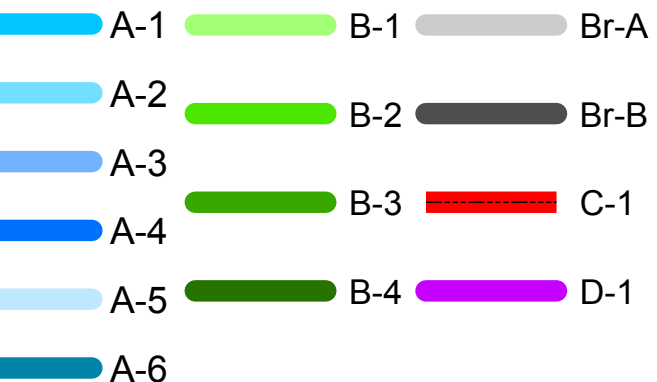
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Minam to Wallowa

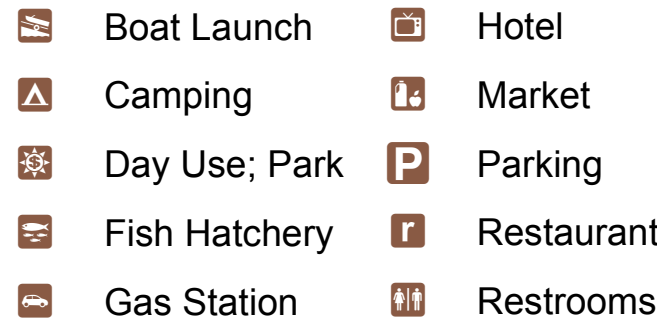
Tile: 19 - Wallowa



Development Proposal



Existing Facilities/Services



National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

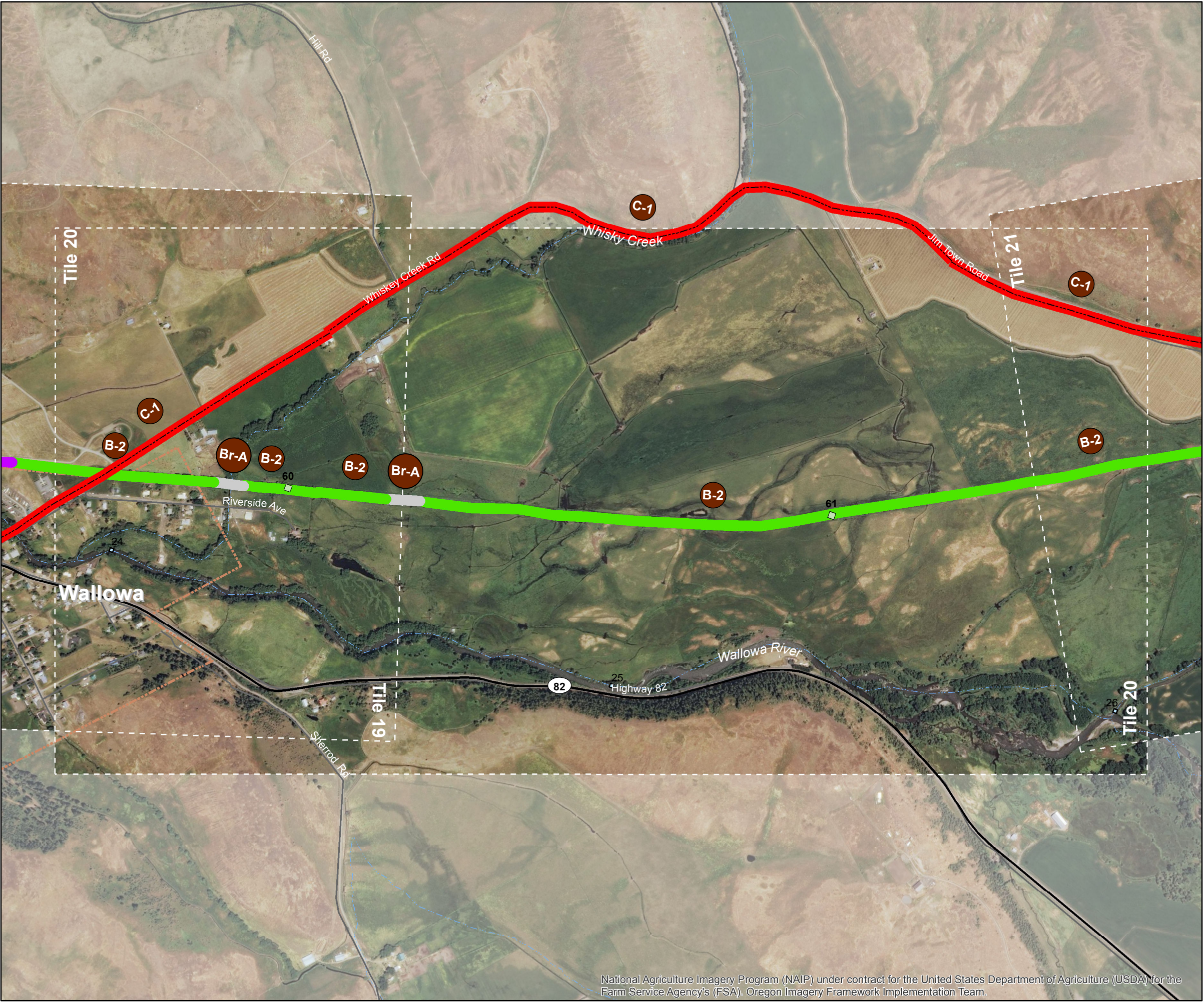


- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

Tile: 20 - Whiskey Creek



- | | |
|------------------|-----------|
| Rail Alignment | OPRD |
| Bridge | BLM |
| Hazards | DOE |
| Culvert | USFS |
| Road Crossing | ODFW |
| Topo Constraints | CityParks |

Development Proposal

- | | | |
|-----|-----|------|
| A-1 | B-1 | Br-A |
| A-2 | B-2 | Br-B |
| A-3 | B-3 | C-1 |
| A-4 | B-4 | D-1 |
| A-5 | | |
| A-6 | | |

Existing Facilities/Services

- | | |
|---------------|------------|
| Boat Launch | Hotel |
| Camping | Market |
| Day Use; Park | Parking |
| Fish Hatchery | Restaurant |
| Gas Station | Restrooms |



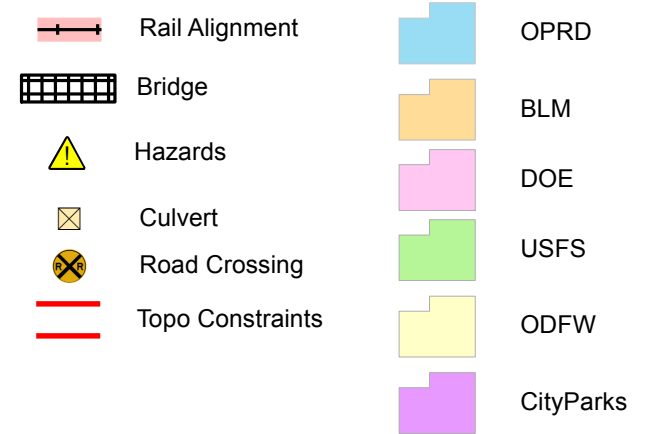
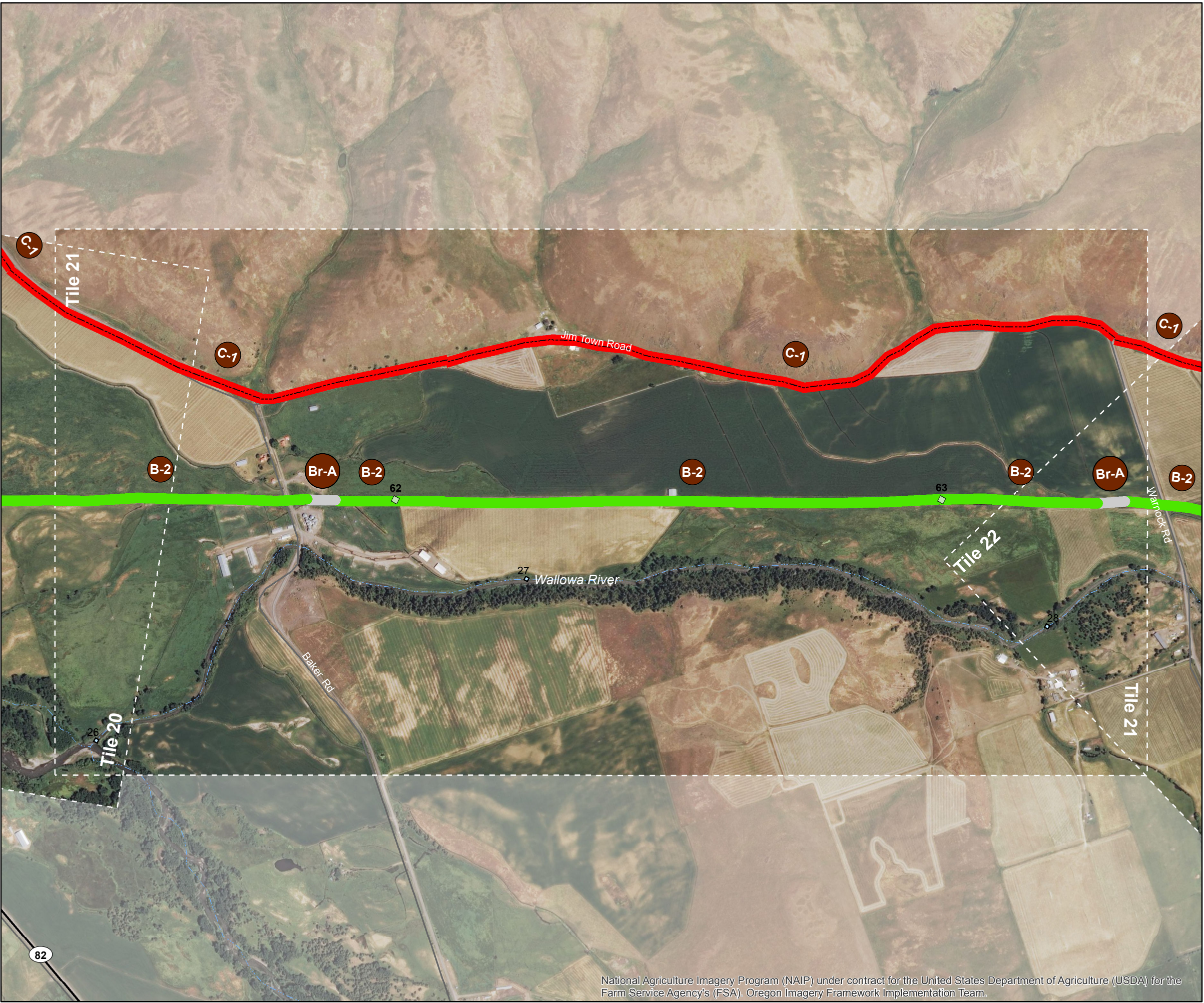
0 500 1,000
Feet

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

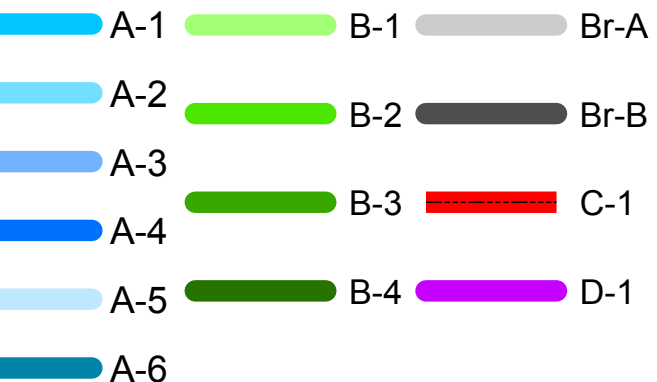
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

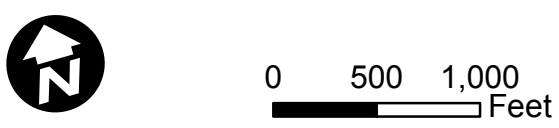
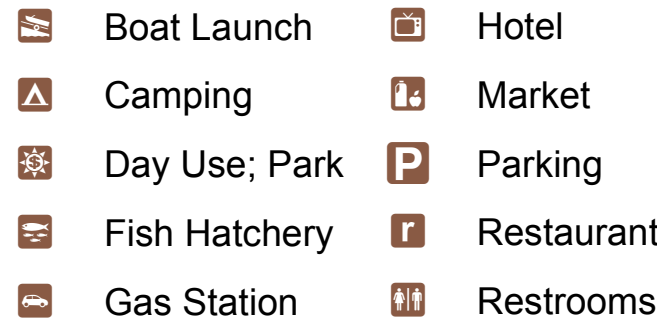
Tile: 21 - Baker Crossing



Development Proposal



Existing Facilities/Services

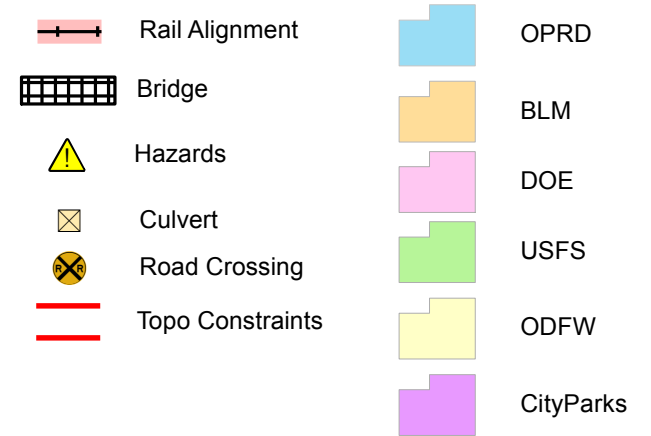
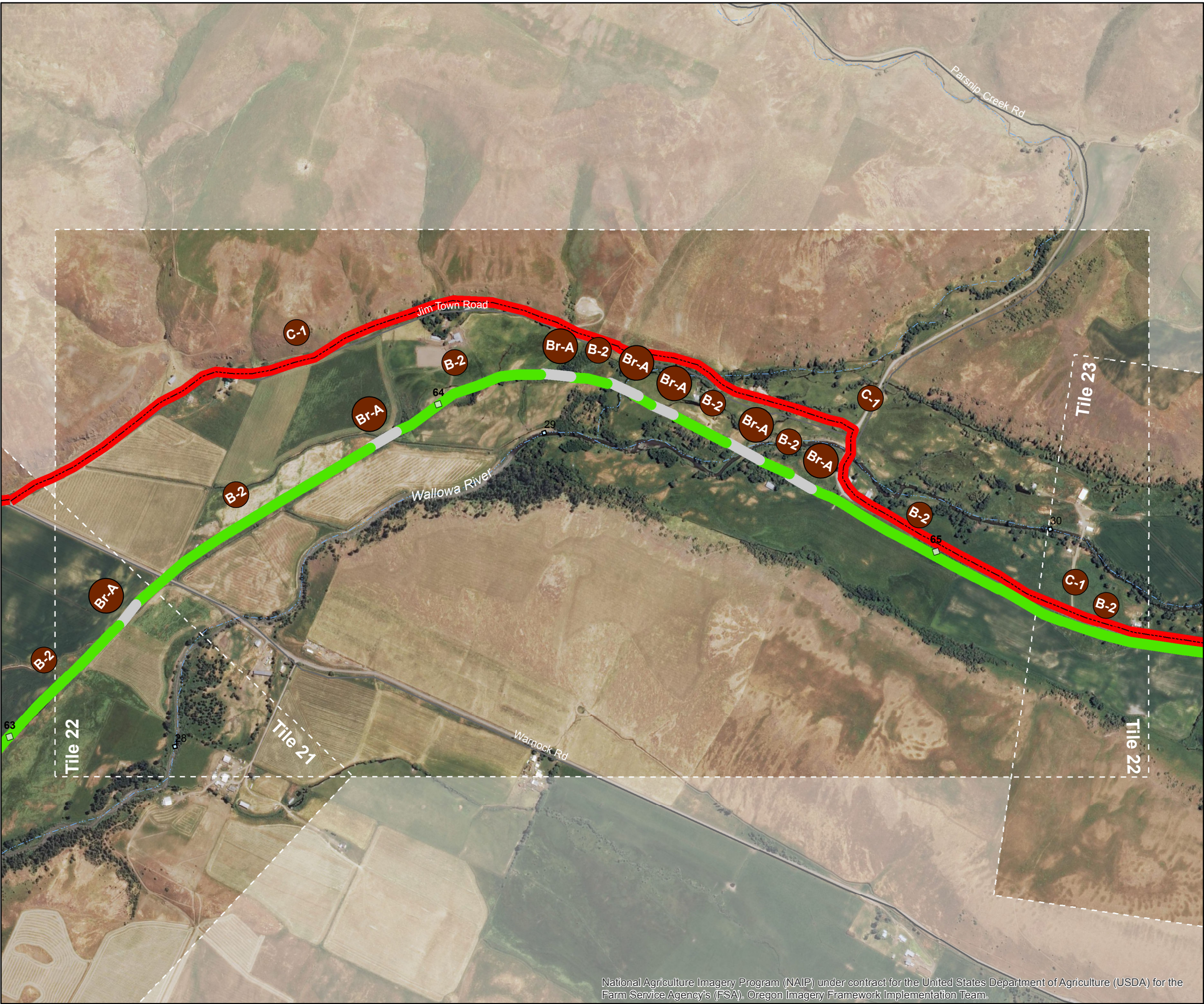


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

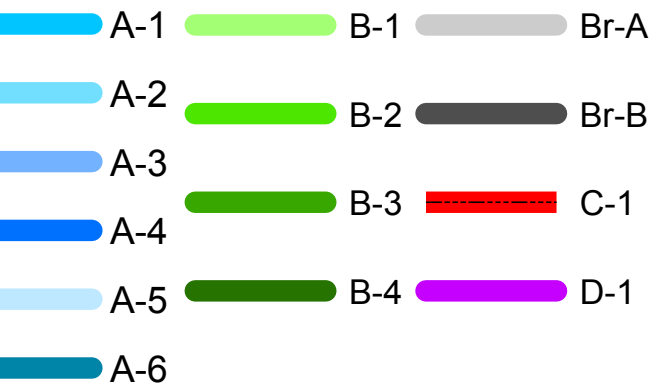
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

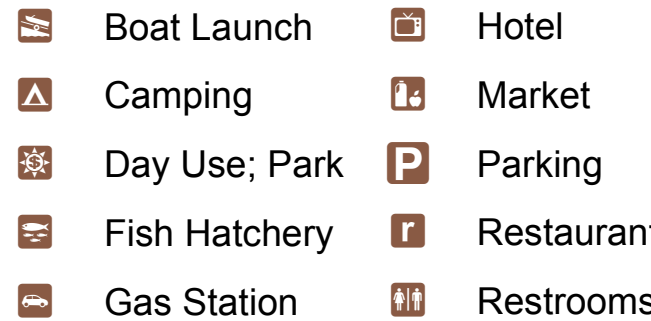
Tile: 22 - Parsnip Creek



Development Proposal



Existing Facilities/Services



0 500 1,000
Feet

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Wallowa to Lostine

Tile: 23 - Jim Town Road



- | | |
|------------------|-----------|
| Rail Alignment | OPRD |
| Bridge | BLM |
| Hazards | DOE |
| Culvert | USFS |
| Road Crossing | ODFW |
| Topo Constraints | CityParks |

Development Proposal

- | | | |
|-----|-----|------|
| A-1 | B-1 | Br-A |
| A-2 | B-2 | Br-B |
| A-3 | B-3 | C-1 |
| A-4 | B-4 | D-1 |
| A-5 | | |
| A-6 | | |

Existing Facilities/Services

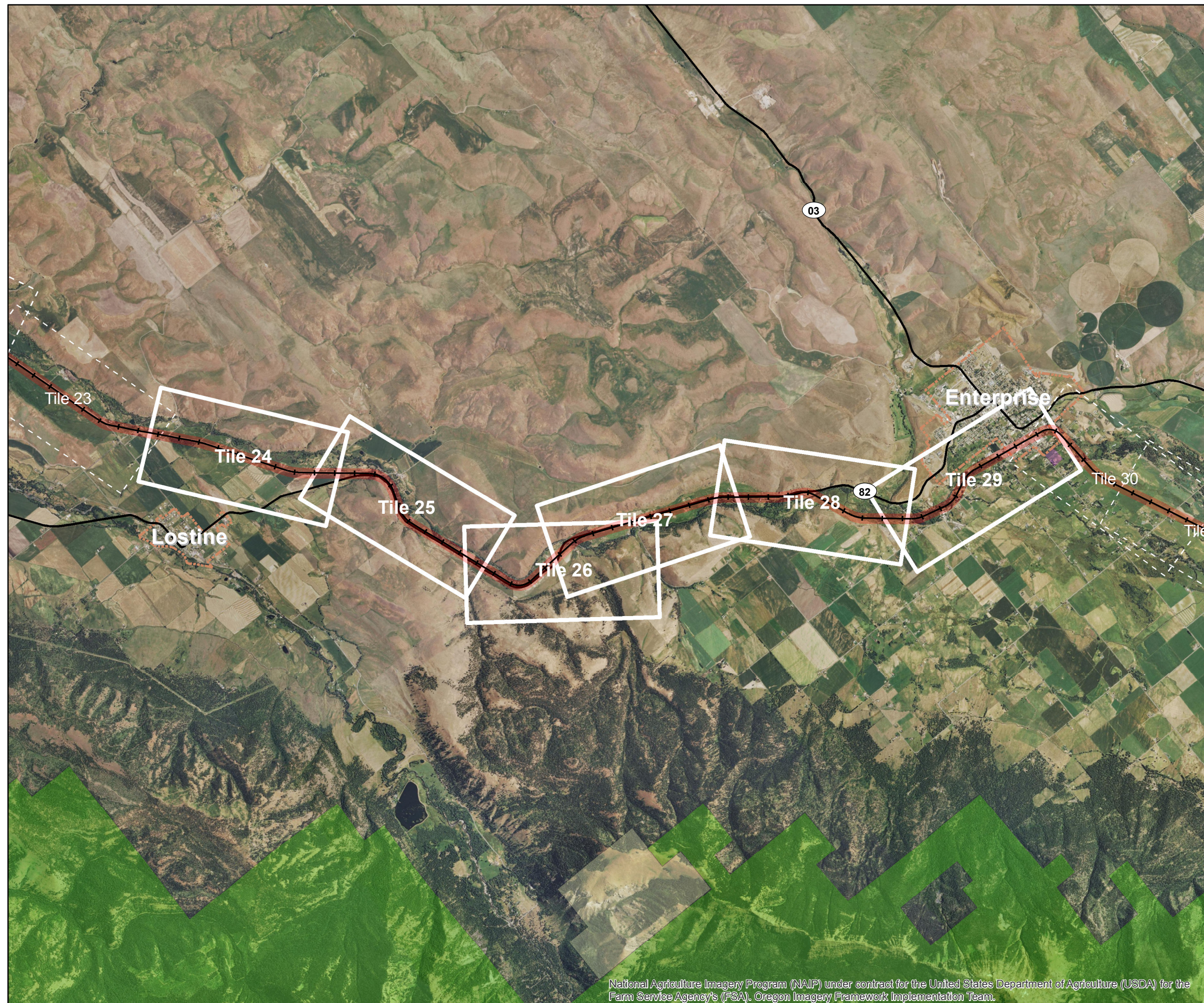
- | | |
|---------------|------------|
| Boat Launch | Hotel |
| Camping | Market |
| Day Use; Park | Parking |
| Fish Hatchery | Restaurant |
| Gas Station | Restrooms |



0 500 1,000
Feet

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise



- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

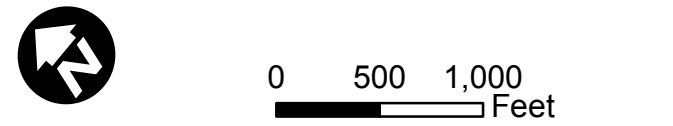
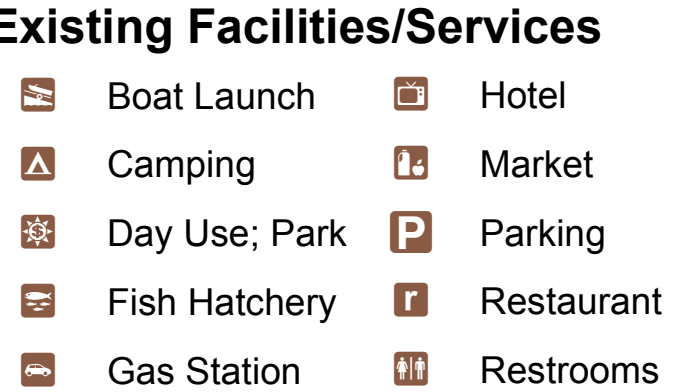
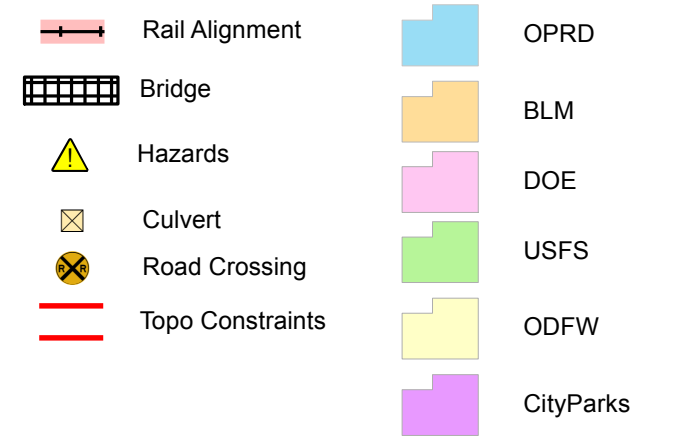
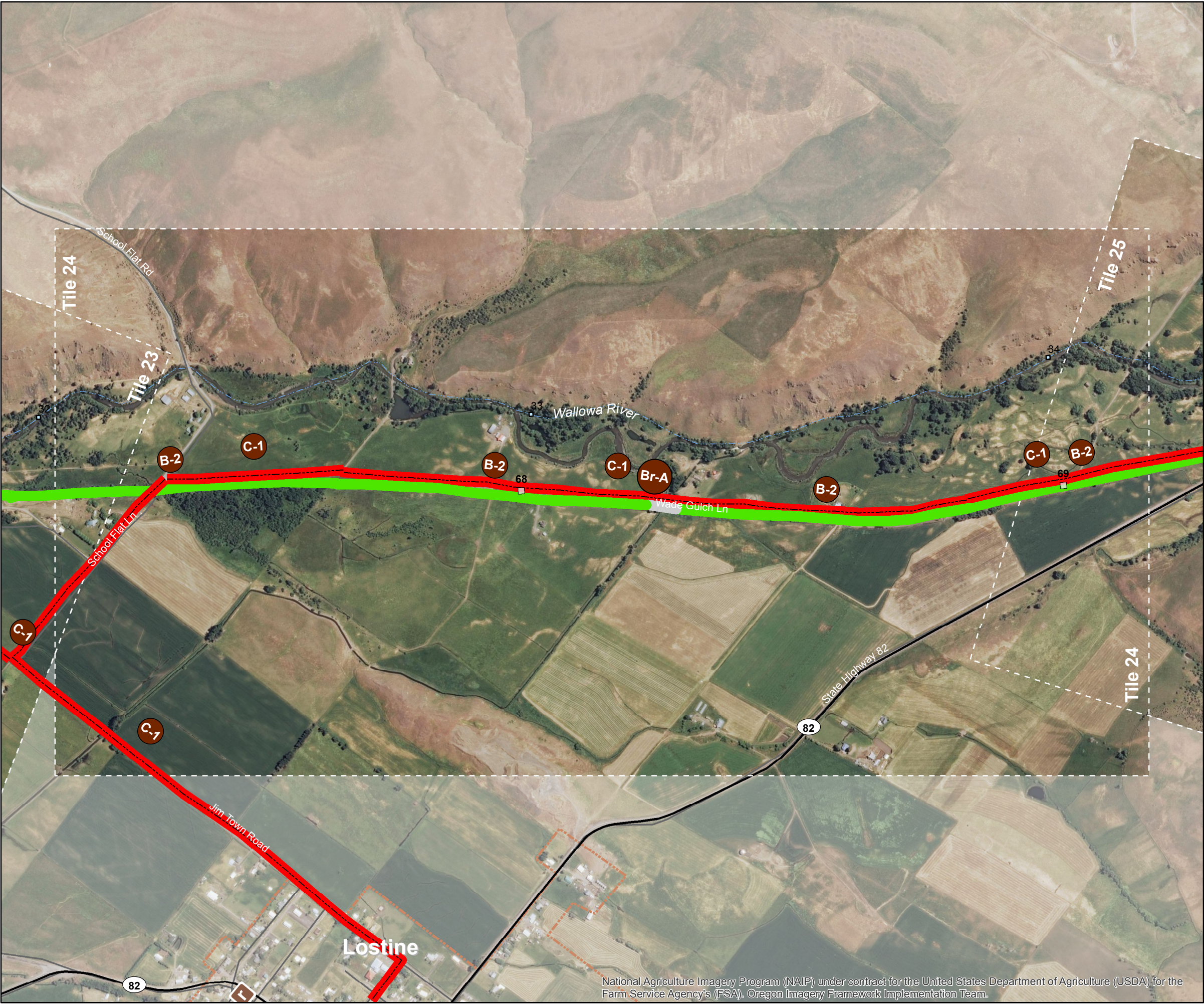


0 0.5 1 Miles

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise

Tile: 24 - Lostine

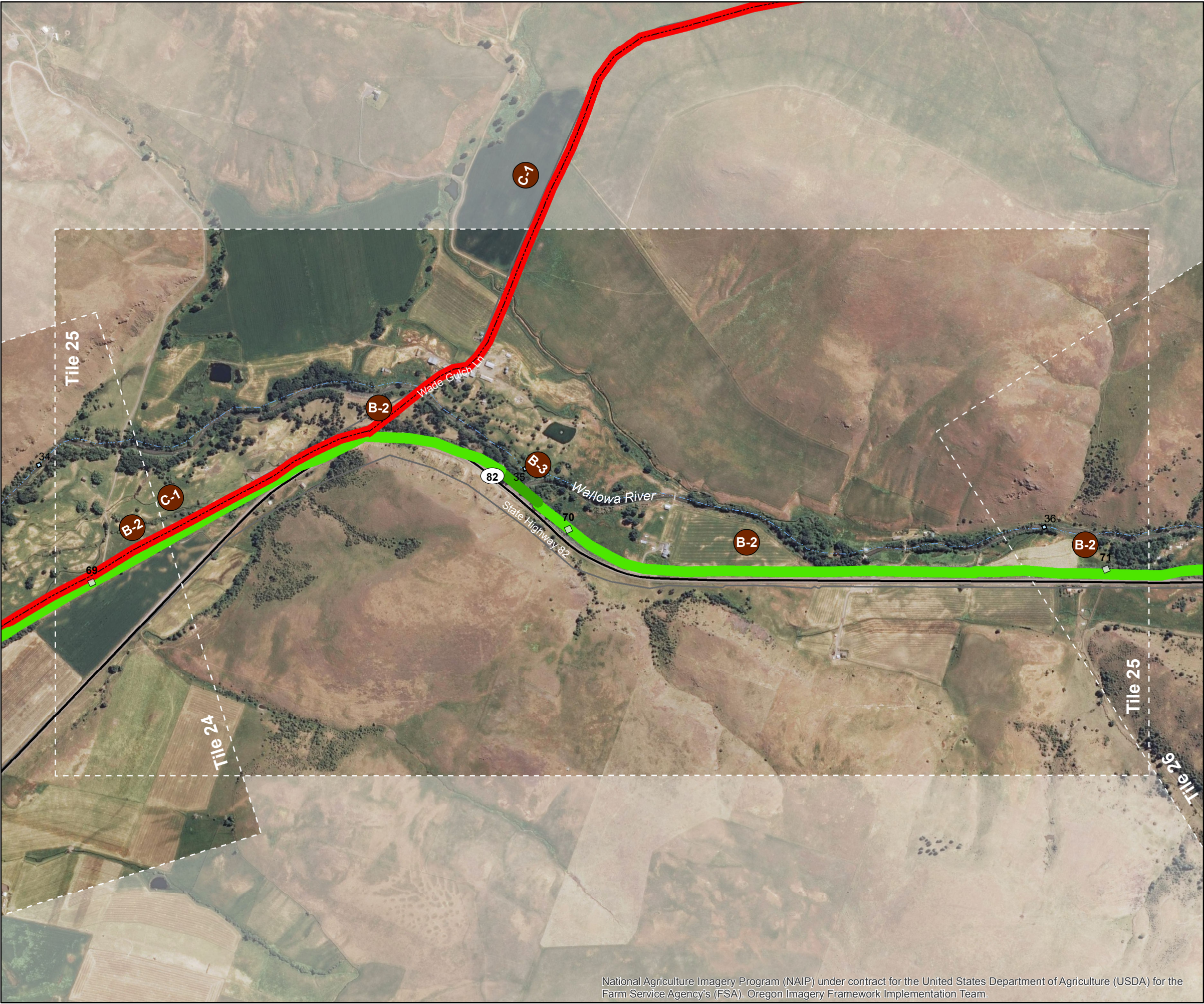


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise

Tile: 25 - Wade Gulch



- | | |
|------------------|-----------|
| Rail Alignment | OPRD |
| Bridge | BLM |
| Hazards | DOE |
| Culvert | USFS |
| Road Crossing | ODFW |
| Topo Constraints | CityParks |

Development Proposal

- | | | |
|-----|-----|------|
| A-1 | B-1 | Br-A |
| A-2 | B-2 | Br-B |
| A-3 | B-3 | C-1 |
| A-4 | B-4 | D-1 |
| A-5 | | |
| A-6 | | |

Existing Facilities/Services

- | | |
|---------------|------------|
| Boat Launch | Hotel |
| Camping | Market |
| Day Use; Park | Parking |
| Fish Hatchery | Restaurant |
| Gas Station | Restrooms |

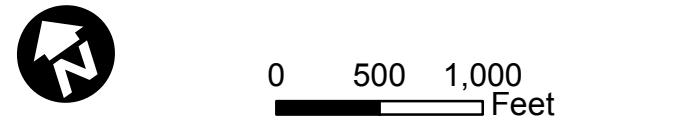
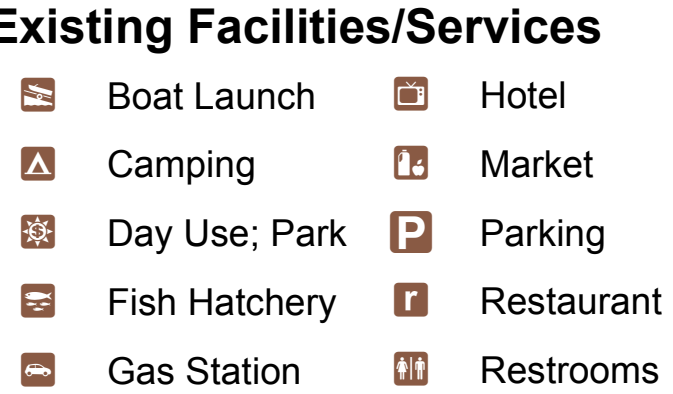
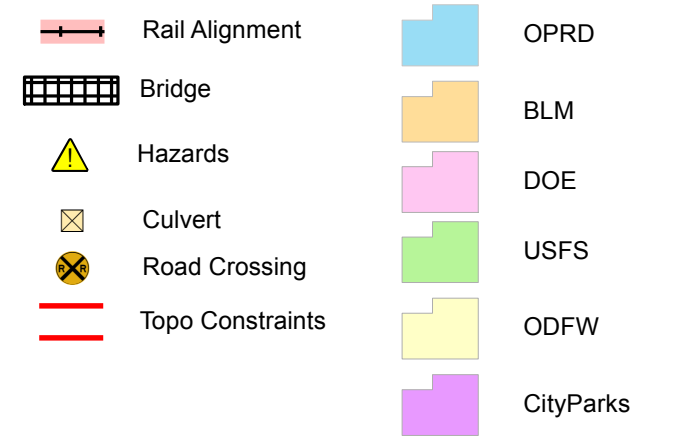
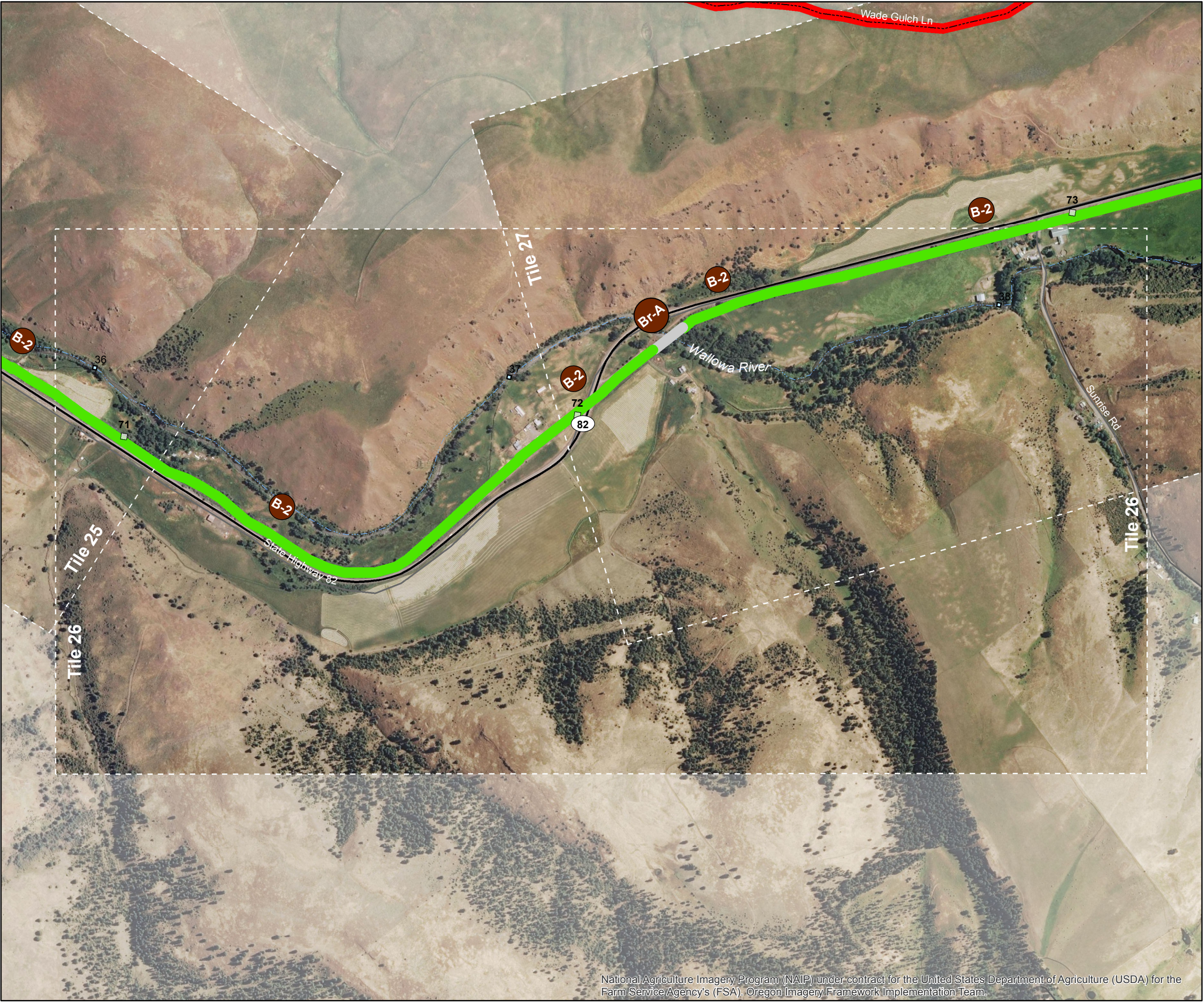


0 500 1,000
Feet

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise

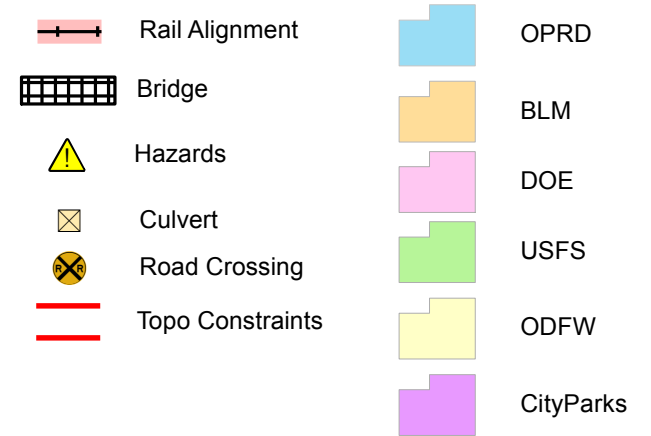
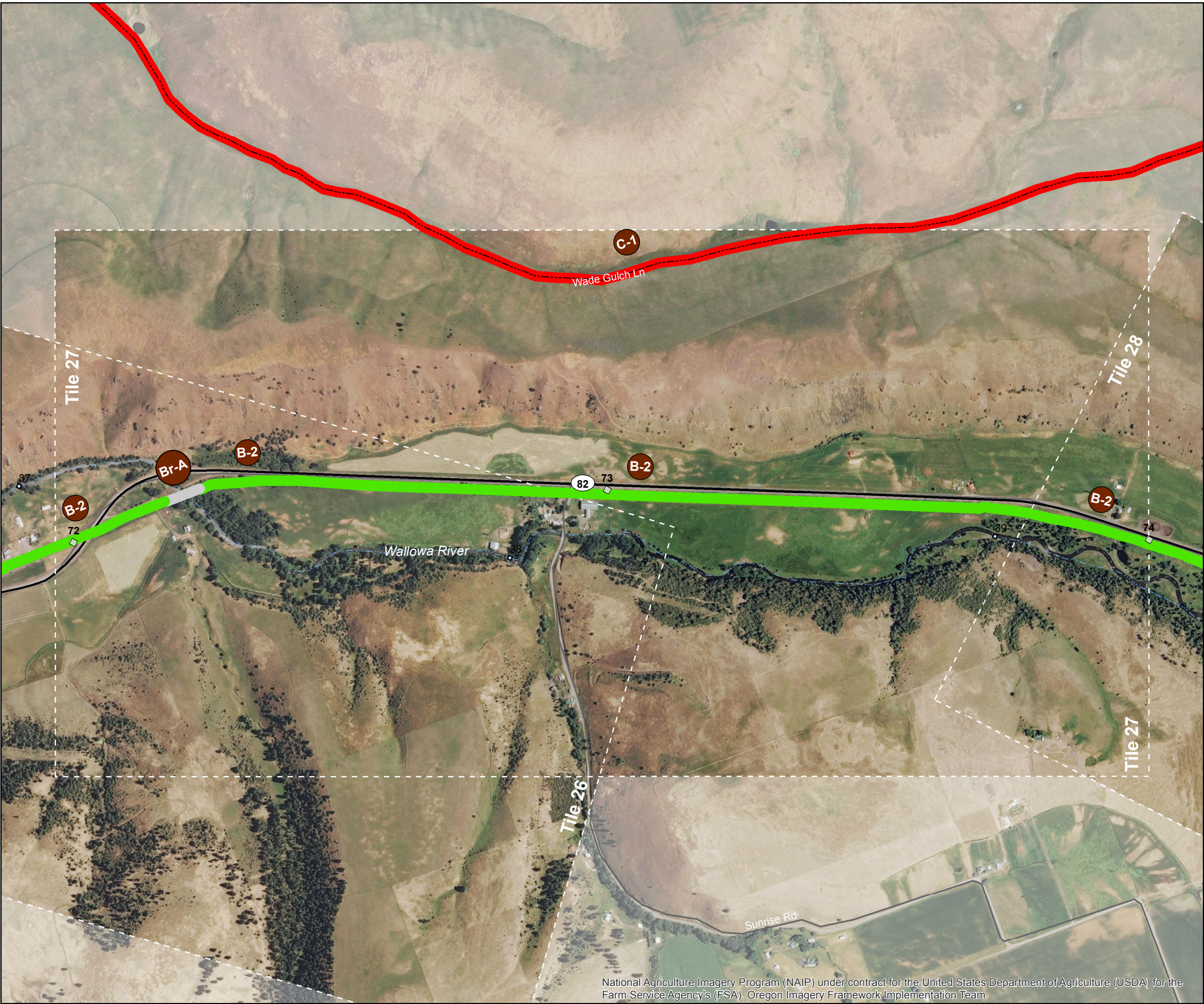
Tile: 26 - Hwy 82 Crossing



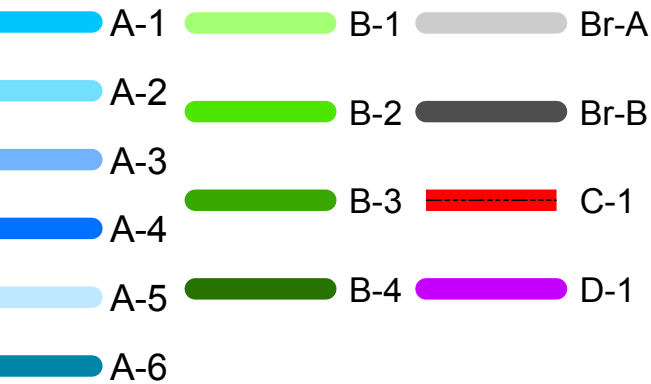
Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise

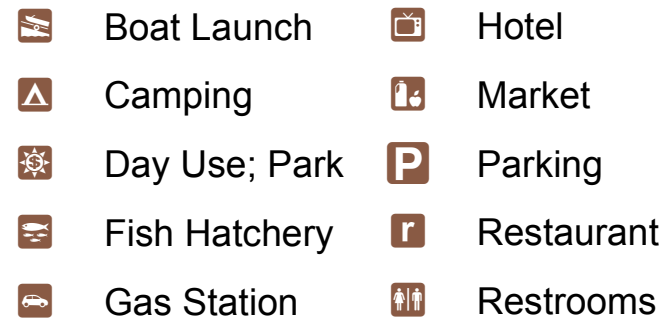
Tile: 27 - Sunrise



Development Proposal



Existing Facilities/Services




0 500 1,000
Feet


National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.


Joseph Branch Rail-with-Trail Existing Conditions Assessment


Lostine to Enterprise


Tile: 28 - Alder Slope


 Rail Alignment


 Bridge


 Hazards


 Culvert


 Road Crossing


 Topo Constraints


 OPRD

 BLM


 DOE

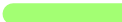
 USFS


 ODFW


 CityParks


Development Proposal


 A-1


 B-1


 Br-A


 A-2


 B-2


 Br-B


 A-3


 B-3


 C-1


 A-4


 B-4

 D-1


 A-5


 B-4


 D-1


 A-6


Existing Facilities/Services


 Boat Launch


 Hotel


 Camping


 Market


 Day Use; Park

 Parking

 Fish Hatchery

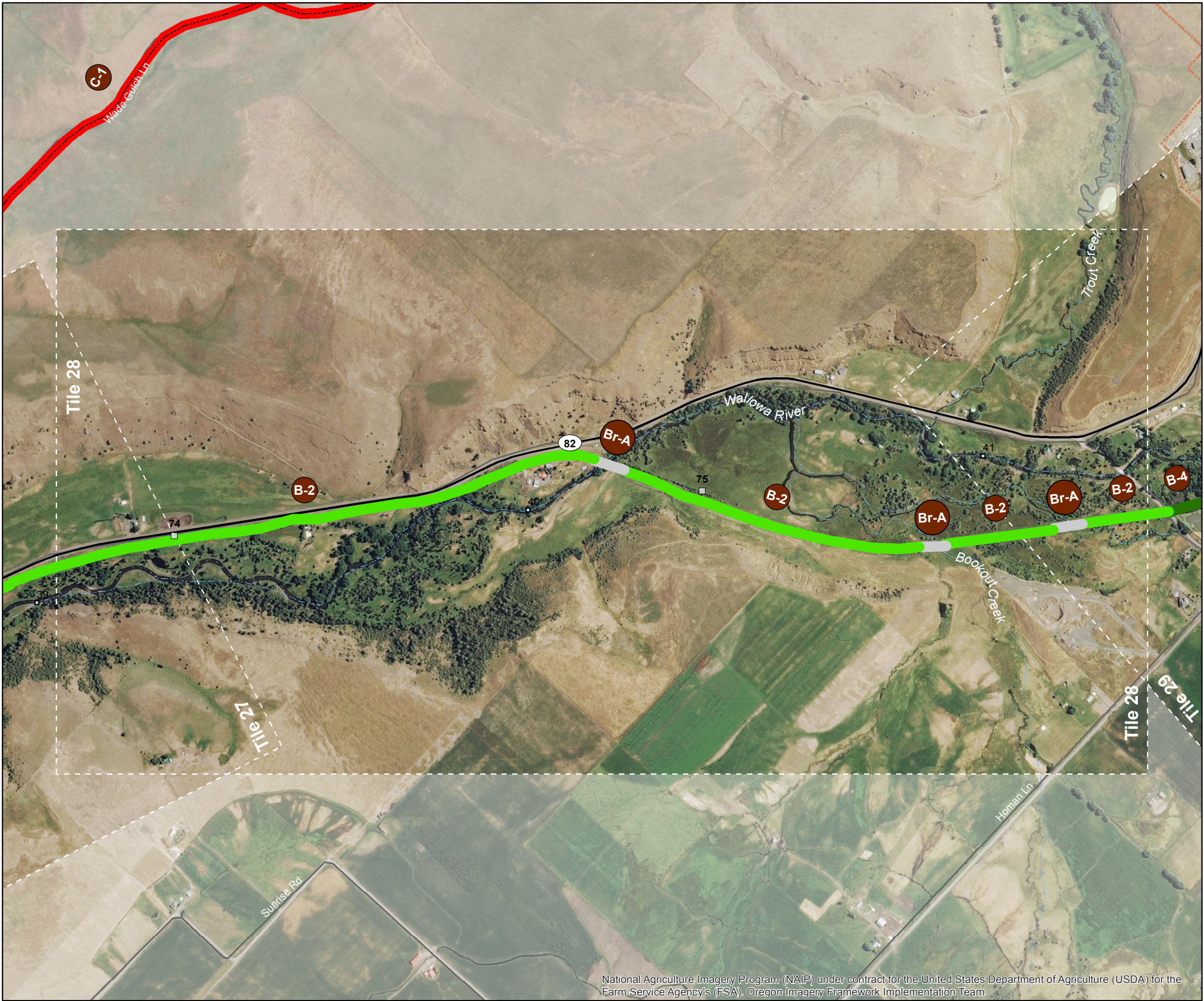
 Restaurant

 Gas Station

 Restrooms



0 500 1,000
Feet



National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Lostine to Enterprise

Tile: 29 - Enterprise

Rail Alignment

Bridge

Hazards

Culvert

Road Crossing

Topo Constraints

OPRD

BLM

DOE

USFS

ODFW

CityParks

Development Proposal

A-1

A-2

A-3

A-4

A-5

A-6

B-1

B-2

B-3

B-4

Br-A

Br-B

C-1

D-1

Existing Facilities/Services

Boat Launch

Camping

Day Use; Park

Fish Hatchery

Gas Station

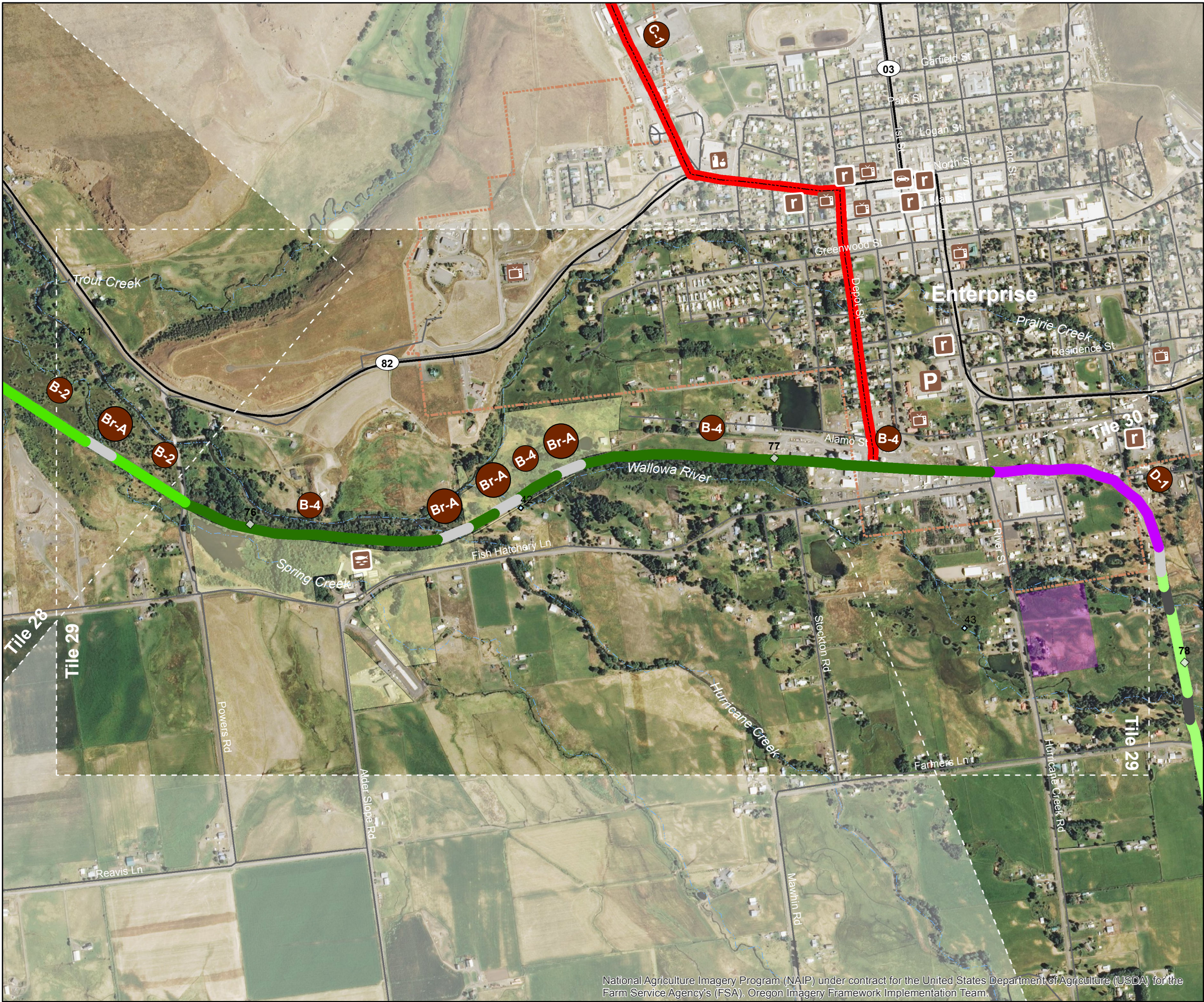
Hotel

Market

Parking

Restaurant

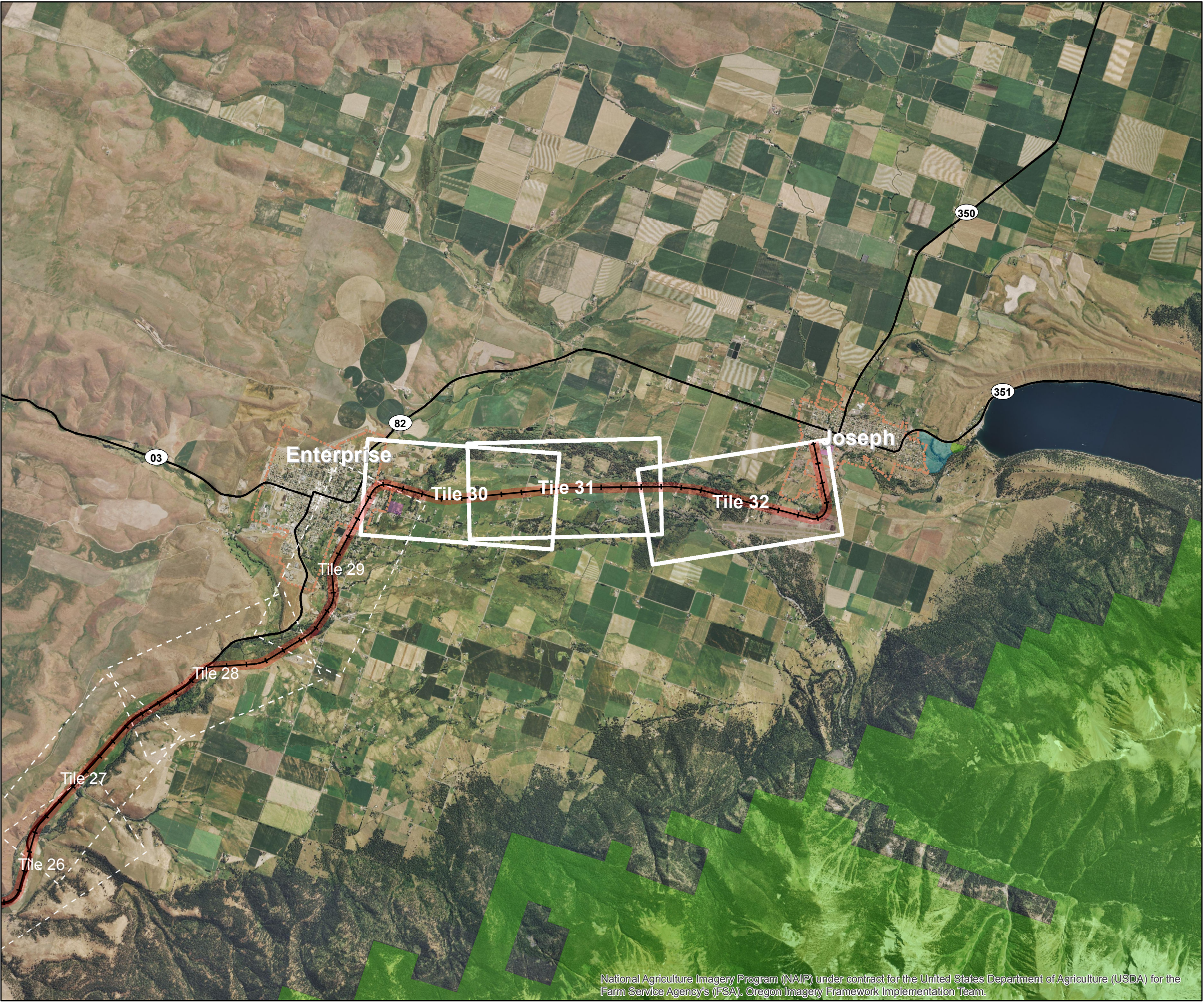
Restrooms



National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Enterprise to Joesph



- Rail Alignment
- OPRD
- BLM
- DOE
- USFS
- ODFW
- CityParks

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0 0.5 1 Miles

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Enterprise to Joesph

Tile: 30 - Green Valley

Rail Alignment

Bridge

Hazards

Culvert

Road Crossing

Topo Constraints

OPRD

BLM

DOE

USFS

ODFW

CityParks

Development Proposal

A-1

B-1

Br-A

A-2

B-2

Br-B

A-3

B-3

C-1

A-4

B-4

D-1

A-5

A-6

Existing Facilities/Services

Boat Launch

Hotel

Camping

Market

Day Use; Park

Parking

Fish Hatchery

Restaurant

Gas Station

Restrooms



National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.



0 500 1,000
Feet

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Enterprise to Joesph

Tile: 31 - Little Hurricane Creek



- | | |
|------------------|-----------|
| Rail Alignment | OPRD |
| Bridge | BLM |
| Hazards | DOE |
| Culvert | USFS |
| Road Crossing | ODFW |
| Topo Constraints | CityParks |

Development Proposal

- | | | |
|-----|-----|------|
| A-1 | B-1 | Br-A |
| A-2 | B-2 | Br-B |
| A-3 | B-3 | C-1 |
| A-4 | B-4 | D-1 |
| A-5 | | |
| A-6 | | |

Existing Facilities/Services

- | | |
|---------------|------------|
| Boat Launch | Hotel |
| Camping | Market |
| Day Use; Park | Parking |
| Fish Hatchery | Restaurant |
| Gas Station | Restrooms |



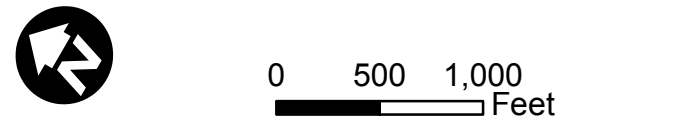
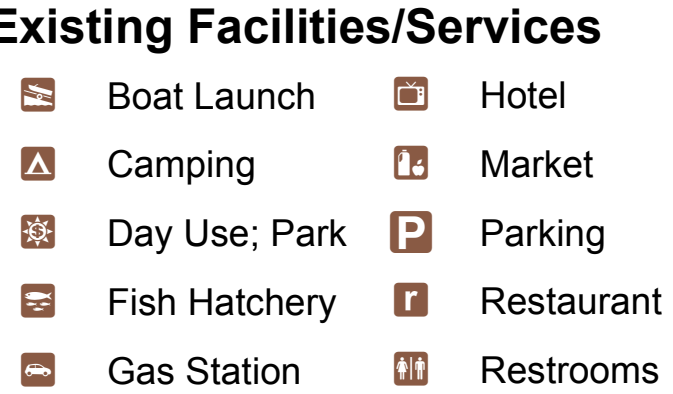
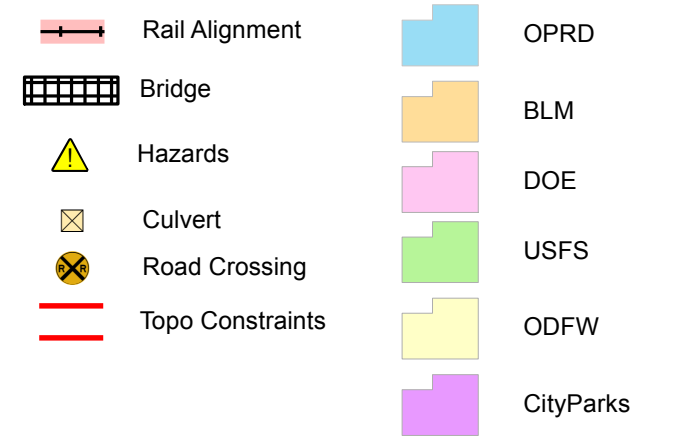
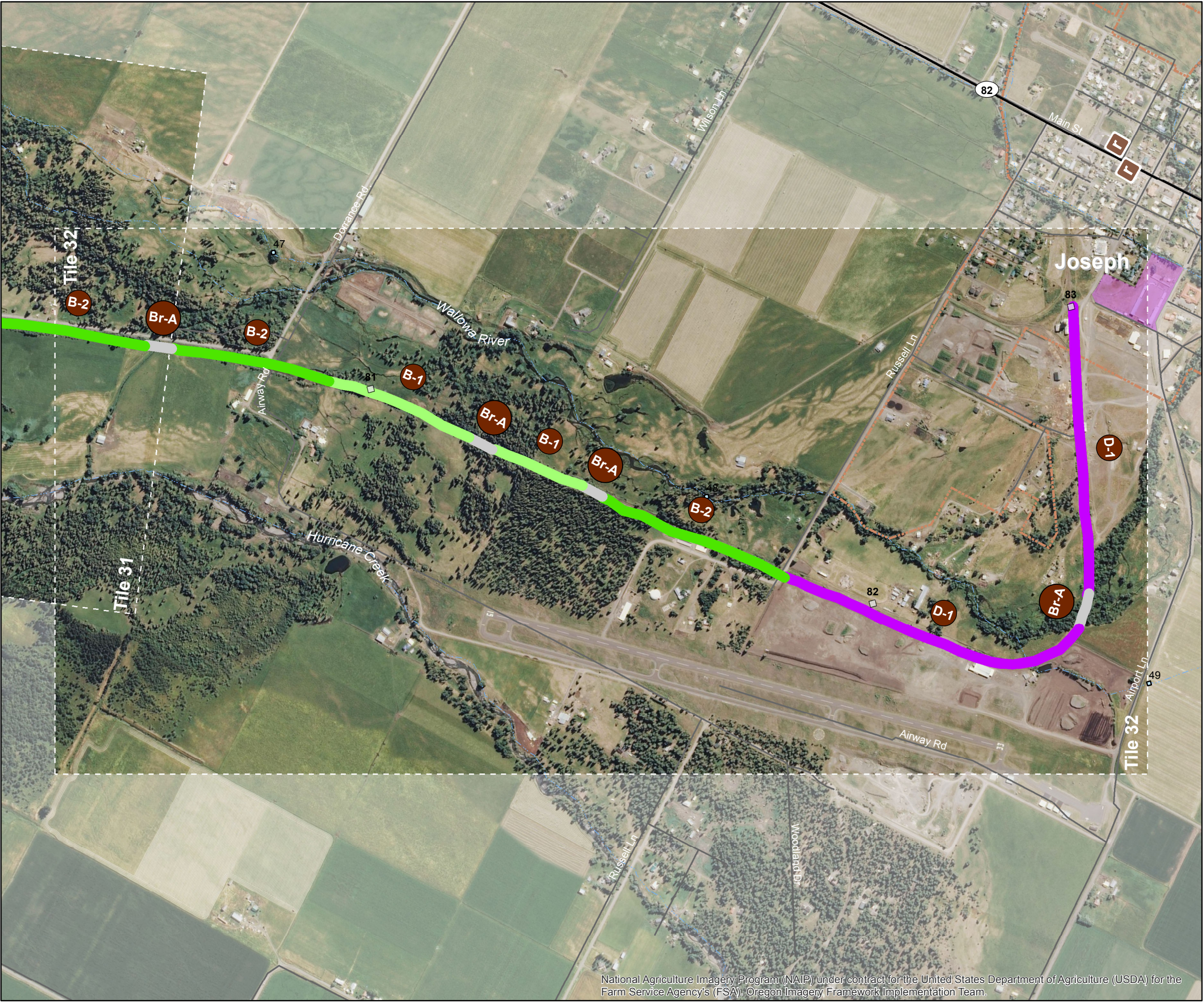
0 500 1,000
Feet

National Agriculture Imagery Program (NAIP) under contract for the United States Department of Agriculture (USDA) for the Farm Service Agency's (FSA). Oregon Imagery Framework Implementation Team.

Joseph Branch Rail-with-Trail Existing Conditions Assessment

Enterprise to Joesph

Tile: 32 - Joseph



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