

YAMHELAS WESTSIDER TRAIL

CONCEPT PLAN
Winter 2017



FRIENDS OF THE
YAMHELAS WESTSIDER

IN
PARTNERSHIP



technical assistance
provided by



RIVERS, TRAILS,
CONSERVATION
ASSISTANCE PROGRAM



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DEDICATION

Energy, vision and patience. These are the requisite qualities needed to see a project through that has the scale of the Yamhelas Westsider Trail.

The effort began in 1991 with a coalition led by our current President Wayne Wiebke. This was the first of three separate and subsequent groups that have dedicated countless hours to develop support for the trail.

The Yamhelas Westsider Trail members, on the eve of the first purchase of a portion of the trail, wish to dedicate the progress that has been made to Wayne, and two dear friends of the trail that we lost in 2016, Lyell Gardener and Gordon Zimmerman. Lyell, a former Washington County commissioner, was pivotal to the Yamhelas creation and served as President until health prevented his ability to attend meetings. Gordon, a lover of all things railroad like non other, championed the connectivity and vitality that the trail would bring to every community it touched. These three individuals are the embodiment of leadership. All future success for the trail will be built on the foundation they laid. We thank them.

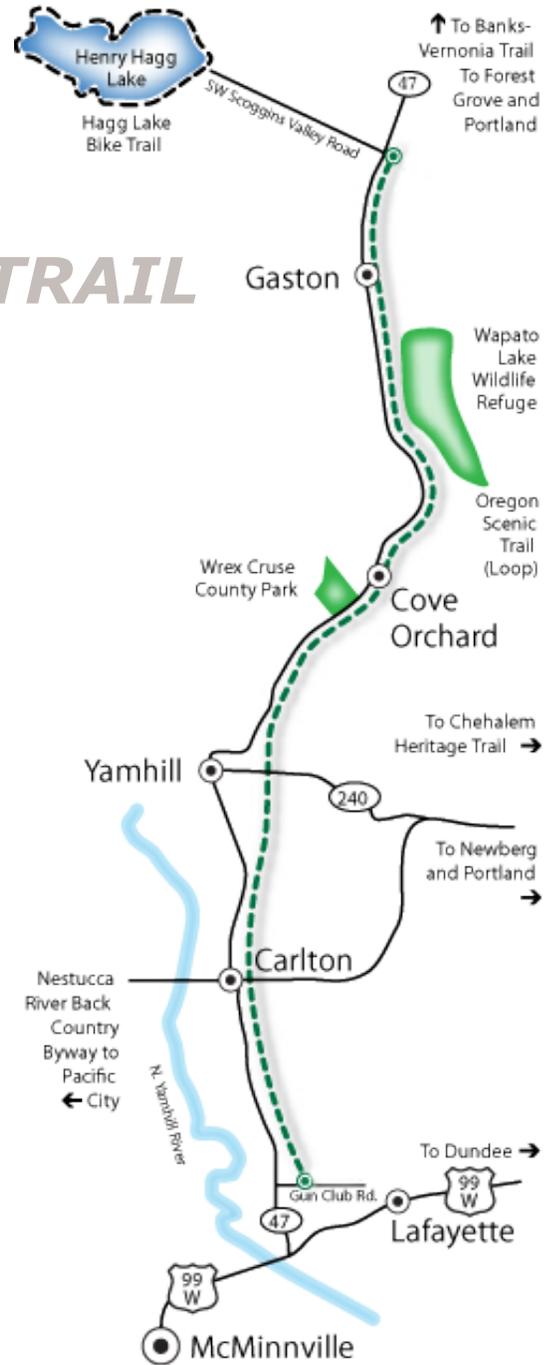
*The Board of Directors
Yamhelas Westsider Trail*

YAMHELAS WESTSIDER TRAIL

INTRODUCTION

The goal of this document is to give a visual and textual overview of the Yamhelas Westsider Trail, a multimodal transportation corridor parallel to HWY 47 in Yamhill and Washington Counties. This will serve as a visual guide for the trail that has been written by key stakeholders including members of the Friends Yamhelas Westsider Trail, Yamhill County elected officials and staff members and National Parks Service staff. Further, this document was informed by the general public that attended public meetings and focus groups on the development of the project.

This document is intended to be a conceptual plan which does not go into detail about exact locations, number of amenities, or contain engineering drawings; as well, no cost analysis or business plan has been developed. It is meant to illustrate what the trail will look like. After reading this plan, one should have an idea of the character of the trail corridor and where design elements such as trailheads and road crossings may be located. Before the trail is built, detailed construction and engineering documents will need to be generated for structures such as bridges and trailheads. It should be noted that this concept plan is not meant to be fixed or static. Instead, it is a 'living' document which can be updated as the effort progresses and the needs arise.



FREQUENTLY ASKED QUESTIONS

Will private property rights be infringed upon?

No. The majority of the 17 mile railroad line from Gun Club Road to the Henry Hagg Lake junction is owned by the Union Pacific Railroad (UPRR). The railroad abandoned the use of the corridor for active transportation, but maintained ownership of the property. Yamhill County will purchase the corridor from the UPRR, except for a few parcels that are now in private ownership. For two of these, the owners have agreed to allow trail access in various forms, such as by donation to Yamhill County or granting an easement. The boundaries of the entire corridor have been surveyed as part of the requirements for obtaining the Oregon Department of Transportation acquisition funding. The Friends of the Yamhelas Westsider Trail and county staff are working to address any concerns identified by adjacent property owners.

Is this rail line being rail-banked?

No. This is a purchase of the railroad corridor from a willing seller, Union Pacific Railroad (UPRR).

Will the development of the trail effect my farming practices?

Not likely. Many trails just like this one have been developed adjacent to working farms with no adverse effects either to trail users or to the farmers' ability to manage their farms. The concept plan for the Yamhelas Westsider Trail begins to address agriculture issues, and conversations will continue to take place on a case-by-case basis. See below for a discussion on crossing the trail to access a field.

What if I must cross the trail to access my property?

All current easements across the UPRR right-of-way will be honored and maintained as part of the trail design. If you are currently crossing the UPRR right-of-way and don't have an easement/agreement, it is important to know that you have no legal right to your crossing. However, Yamhill County wants to work with you to develop a legally recognized crossing so that you can cross the trail safely for continued access to your property.

Will there be an increase in trespass, littering, vandalism, and other illegal activities?

Actually, the vast majority of trails have experienced a decrease in unwanted activities such as those listed above (Tracy). The reason is that people tend to perform illegal activities in places where there are no reputable citizens frequenting the area. In trail after trail, people have seen the rail corridor transformed from a place that is unkempt and rife with litter to one that becomes an amenity for the area that showcases its natural beauty and heritage. Fencing and/or visual screening will be used where trespassing onto private property is of a particular concern. The trail will be managed by Yamhill County and the Friends of the Yamhelas Westsider Trail and be subject to the rules and regulations approved by the County Commissioners. **For more information and examples of other trails, please visit:** < https://safety.fhwa.dot.gov/ped_bike/docs/rt_safecomm.pdf>

How will the trail manage and enhance public safety?

At present, State Highway 47 is not a safe route for pedestrians and bicyclists. The trail will provide a safer transportation corridor along the same general route. This will be especially important between the cities of Carlton and Yamhill, which share the same school facilities. Also, it will be necessary for the trail to cross some paved and unpaved roads, and this situation will be no different than all of the other rail to trails in the country that are being used safely. Appropriate trail design at these crossings, along with the placement of appropriate signs and other markers, will be adequate to insure that motorists and trail users use appropriate caution at these crossings. **For more information and examples of other trails, please visit:** < https://safety.fhwa.dot.gov/ped_bike/docs/rt_safecomm.pdf>

What about emergency services and fire response?

A benefit from developing a multi-use recreational trail is that emergency services have better access to the corridor than they ever have had. The trail has a predominantly flat and wide surface so that a police car, fire truck, or ambulance can drive right down the corridor with ease. This allows for faster response times and increased protection for residents along the corridor.

Who will construct and maintain the trail?

Options for construction and maintenance will be analyzed in the trail planning process. One of these is the creation of a public/private partnership. Money for construction will most likely come through state, federal and private funding sources (grants). Yamhill County will contribute internal resources to the maintenance of the trail, just like other county properties, and additional maintenance needs will be addressed with funds raised by the Friends of the Yamhelas Westsider Trail, a 501c3 non-profit organization.

Who is involved in the planning of the project?

The Friends of the Yamhelas Westsider Trail and Yamhill County are leading the planning and development of the trail. We are actively working with Washington County, City of Carlton, City of Yamhill, City of Gaston, and other stakeholders. The Friends and Yamhill County received a technical assistance grant from the National Park Service's Rivers, Trails and Conservation Assistance Program (www.nps.gov/rtca) that helped the Friends conduct a public survey and go through an initial public collaborative planning process to better understand the desires and concerns of the community. In November 2015, the Friends and the NPS hosted a group of landscape architects from the American Society of Landscape Architects to work with stakeholders to draw up initial conceptual plans. The Friends have also hosted several public meetings for the purposes of informing the public and taking public input.



BACKGROUND

The Yamhelas Westsider Trail is a multi-modal transportation corridor located in the heart of Oregon's scenic wine country. Primarily in Yamhill County, the 17 mile trail runs parallel to Highway 47 in the now abandoned Union Pacific Railroad (UPRR) right-of-way. The project aims to convert the right-of-way into an active transportation corridor beginning at Gun Club Road south of the city of Carlton and continuing north to the city of Gaston, eventually ending at Scoggins Creek. It is ultimately envisioned that the trail will connect to McMinnville and potentially to Forest Grove in the future.

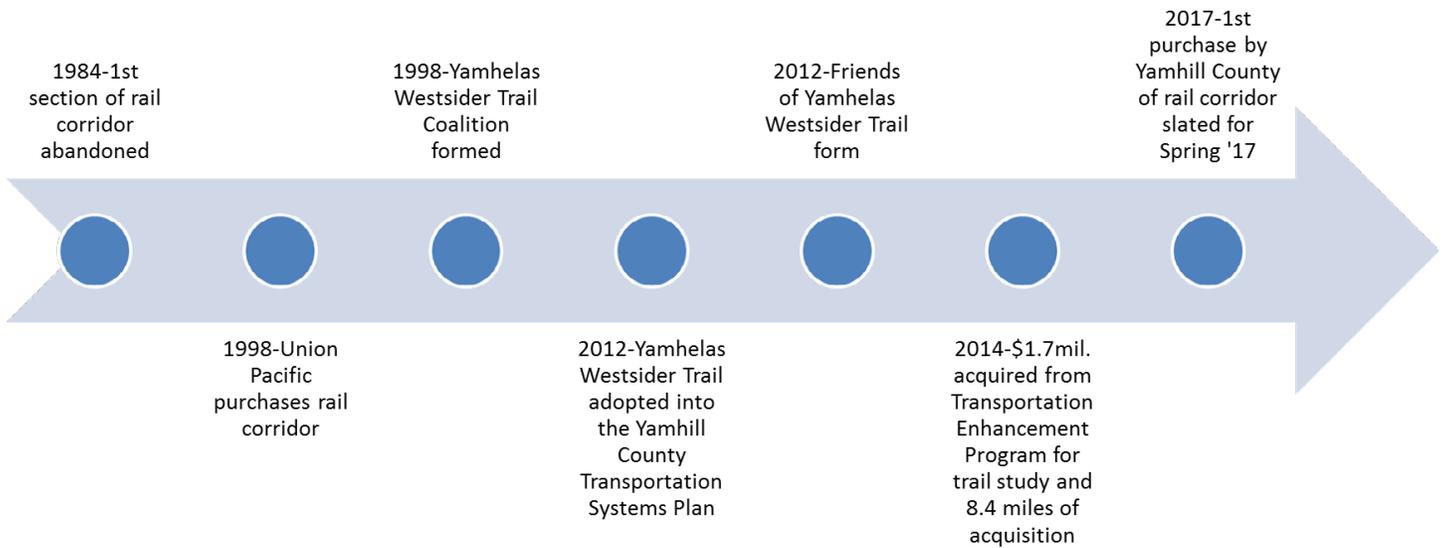
Situated amongst the rolling hills of the Willamette Valley, the Yamhelas Westsider Trail has magnificent views of Oregon's Coastal Range and passes through Century Farms. The towns of Carlton, Yamhill, Cove Orchard and Gaston all lie along the trail route, and access is readily available from the country roads it crosses. Linking the four cities and two counties, as well as several regional and cultural recreation sites, the acquisition of the right-of-way would preserve the corridor in one single public ownership. Furthermore, the trail would provide one continuous corridor for alternative transportation methods, and enhance recreational opportunities within the area, as it seeks to connect with other regional trails and designations.



Actively working with Yamhill County, the Friends of the Yamhelas Westsider Trail have been partnering with various citizens, local businesses, and partner agencies to acquire the abandoned right-of-way since the early 1990's. As the first section of the rail corridor began to become abandoned in 1984, Yamhill County Commissioners briefly considered purchasing a 12 mile section of the right-of-way between Carlton and Yamhill. It wasn't until 1991, when a small group from Carlton and Yamhill contacted Southern Pacific Railroad to begin the process of exploring the conversion of the railroad into a trail. This effort was highly motivated by the death of a student riding his bicycle along Highway 47. However, this effort was halted as Southern Pacific Railroad began to enter negotiations for the sale of the right-of-way to Union Pacific Railroad. After a successful purchase by Union Pacific Railroad, negotiations to acquire the land was resumed in 1998 when another group formed under the name of the Yamhelas Westsider Trail Coalition. However, this effort was quickly put under a moratorium as Union Pacific sought to better understand the rail corridor they had purchased from Southern Pacific Railroad.

The current organization, the Friends of the Yamhelas Westsider Trail, began in the spring of 2012, when an "over the fence" appraisal reduced the Union Pacific price of the right-of-way from over \$9 million dollars to \$2.4 million dollars. This made acquisition of the entire abandoned rail corridor a possibility. The subsequent community, and governmental support, along with grants, has now put the acquisition of the corridor in sight for the spring of 2017.

YAMHELAS WESTSIDER TRAIL TIMELINE



PLANNING PROCESS

NATIONAL PARK SERVICE PLANNING SERVICES

Concept planning for the Yamhelas Westsider Trail began in the winter of 2015 with an award of a technical assistance grant from the National Park Service's Rivers, Trails and Conservation Assistance Program (NPS-RTCA). NPS worked with Yamhill County and the Friends of the Yamhelas Westsider Trail (the Friends) to host an open house in McMinnville in the spring of 2015. The open house was intended to provide information about the project and to gain input into issues, concerns and opportunities as seen by the public and stakeholders.

PLANNING TEAM

NPS worked with a planning team consisting of Yamhill County and local municipal staff, local county elected officials, and board members and key volunteers from the Friends of the Yamhelas Westsider Trail. The planning team helped to host open houses, review planning documents, and finalize the recommendations within this plan. Many of the planning team members also contributed to writing sections of this plan.

COMMUNITY SURVEY

An online community-based survey was launched prior to the open house in McMinnville (and available to take on laptops at the open house in April of 2015). This survey continues to be left open throughout the planning process. At writing of this plan, 276 people have taken the survey and provided valuable input used to generate this plan. It should be noted that this survey is not scientific and does not have any statistical validity. In order to conduct a scientific survey, a randomly selected segment of the population is needed. Instead, this survey was designed to allow for everyone who wanted to provide input to do so.

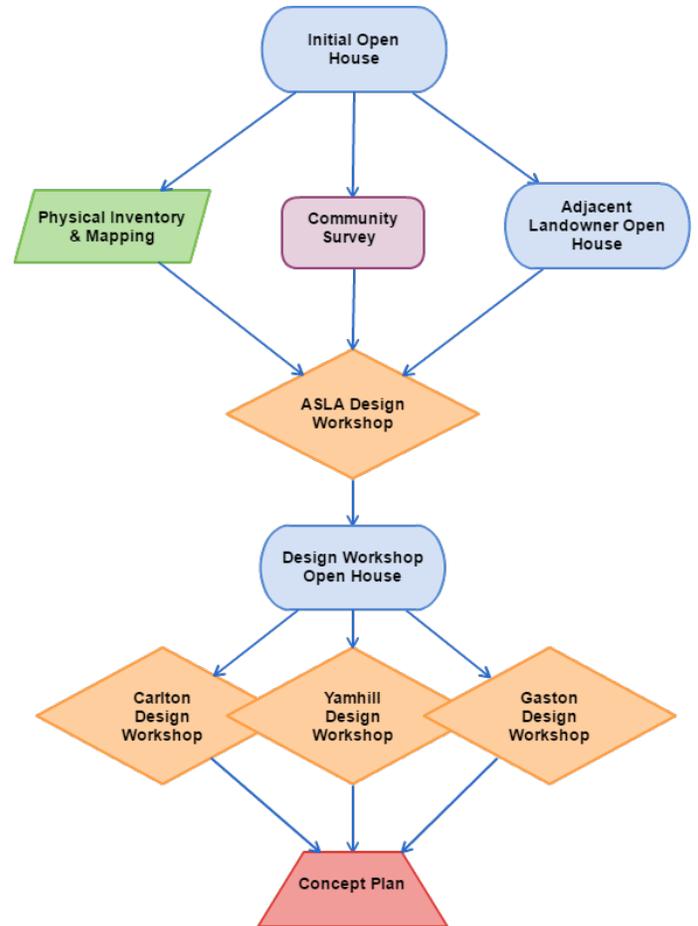
PHYSICAL INVENTORY

As part of the Transportation Enhancement grant awarded by the Federal Highways Administration (FHA), the firm of OBEC performed an inventory of much of the rail corridor. This inventory included ownership and topography and was completed in the fall of 2015. This data along with information gathered by NPS formed the basis of the physical inventory for this plan and the maps contained within.

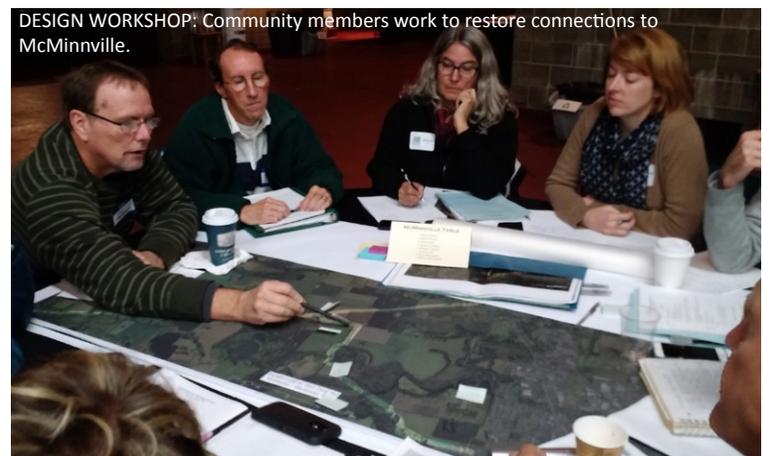


DESIGN WORKSHOP: Working together to solve issues, community members from Yamhill discuss areas to consider along the trail.

YAMHELAS WESTSIDER PLANNING PROCESS



DESIGN WORKSHOP: Community members map out potential opportunities in Carlton.



DESIGN WORKSHOP: Community members work to restore connections to McMinnville.

ADJACENT LAND-OWNER OPEN HOUSE

A second open house in Yamhill was hosted in October of 2015. It was open to the public but targeted adjacent landowners and business owners along the proposed trail corridor. This open house focused on where the landowners were located and what issues and opportunities they had. Participants were informed that collected information would be used at upcoming design workshops that were held on the 13th and 14th of November 2015.

DESIGN WORKSHOP

Adjacent landowners, stakeholders, county and municipal leaders and staff worked alongside landscape architects from the Oregon Chapter of the American Society of Landscape Architecture (ASLA Oregon) in an intensive two-day design workshop (also known as a charrette) in mid-November of 2015. NPS and ASLA Oregon collaborated to plan and conduct the design event that took place in Carlton. Participants were divided into seven tables that were paired with at least two professional ASLA landscape architects and one student from the University of Oregon's ASLA chapter. Five of the tables focused on different and distinct geographical sections of the trail corridor. These tables were asked to look at their specific section, assess potential issues, and make recommendations to solve those issues. Each table also focused on recommendations for trailhead placement, bridge construction, trail-road intersections and agriculture crossings, among other design elements. The other two tables tackled topics such as interpretation, trail branding, design guidelines, safety and emergency access, etc.

DESIGN WORKSHOP OPEN HOUSE

Immediately after the conclusion of the design workshop, participants showcased their work to the public at an open house. The public was invited to weigh in on what elements of the designs they liked and which they disliked. This information helped to give participants of the design workshop and the planning team immediate feedback on their two day efforts.

STAKEHOLDER WORKSHOPS

After the charrette in November, three additional evening workshops were held to look more closely at the work generated from the November design event and fine-tune recommendations for this plan. These three workshops focused on specific sections of the trail and were hosted in Carlton, Yamhill and Gaston. Those who were invited included charrette participants, local and county staff and officials, adjacent landowners, as well as business owners along the corridor. Results from these stakeholder workshops were brought to the planning team who finalized them and helped generate this concept plan.

YAMEHLAS COMMUNITY WORKSHOP: Community members work with Landscape Architects for a site visit.



NATURAL RESOURCES

GEOLOGY AND SOILS

Geological Description

Situated in the northwestern most extent of the Willamette Valley, the Yamhelas Westsider trail corridor lies on relatively flat land with the exception of the gently rolling hills that stretch between the towns of Yamhill and Cove Orchard. With the foothills of the Coastal Mountain Range visible to the west, the Yamhelas Westsider corridor boasts beautiful vistas that make this a highly sought-after scenic area in Oregon.

The Willamette Valley itself is an elongated alluvial plain surrounded by the Coastal Mountain Range to the west and the Cascade Mountains to the east. The Willamette River flows northward through the valley, from Springfield to Portland, for a total distance of 187 miles. The northern boundary of the valley is defined by the confluence of the Willamette and Columbia Rivers; with the Columbia River continuing to head west, eventually draining into the Pacific Ocean (Balster). Roughly 130 miles long, and ranging from 20 to 40 miles wide, the valley is an area of low relief. Elevations within the valley vary, and are as low as sea level near Portland, and as high as 450 feet at the southern end near Eugene (Balster). Within the trail corridor, the elevation north of Cove Orchard drops and wetlands are found in the floodplain of Wapato Creek and the Tualatin River. The northern end of the trail borders the Wapato Lake National Wildlife Refuge near the town of Gaston.

Major Historical Geographical Events

Several large-scale geological events helped shape the Willamette Valley. From 35 million years ago until about 12 million years ago, the Willamette Valley was under water as it was located on the floor of the continental shelf of the Pacific Ocean. During this time, layers of marine sediments slowly accumulated and formed the bedrock or oldest soil. Examples of these soils are: Willakenzie, Bellpine, Chuhulpim, Hazelair, Melbourne and Dupee (Oregon).

The collision of the Pacific and the North American tectonic plates began some 15 million years ago. This force pushed Western Oregon upward creating the Coastal Range Mountains and the volcanic Cascade Range Mountains (Oregon). The result left the Willamette Valley as an ocean floor between these two mountain ranges. Lava from frequent volcanic eruptions along the Cascades rushed down the Columbia Gorge, to the Pacific Ocean, leaving layers of basalt over the marine bedrock. Examples of basalt soils found in the valley include: Jory, Nekia and Saum (Oregon).

A layer of windblown silt, known as Loess, helped create the northeast facing hills west of present day Portland Metropolitan area. This began about one million years ago and lasted until about fifty thousand years before present day. These silts were made up of weathered basalts that originated from the valley floors. An example of Loess found in the Willamette Valley is Laurelwood (Oregon).

During the end of the last Ice Age, in the Pleistocene Epoch Era (between 15,000 and 13,000 years ago), a massive melting of glaciers around the former Lake Missoula in western Montana, created a series of widespread floods now known as the Missoula Floods (or Spokane Floods or Bretz Floods) (Missoula Floods). A series of ice dam ruptures caused waters of Lake Missoula to flood the Columbia River Gorge and Willamette Valley each spring. These floods left behind deep silts and deposits from as far away as Eastern Washington, Idaho, Montana and even present day British Columbia and Alberta, Canada (Campbell). Large ice chunks floated through the valley and when the waters receded massive rocks called glacial erratics were deposited, and the soils that remained created a deep-rich silt layer. This helped form the rich soils now used for a highly productive agriculture region. Examples of the Missoula Flood deposits are: Wapato, Woodburn and Willamette soils (Oregon).

Mountainous country-side near Gaston, Oregon



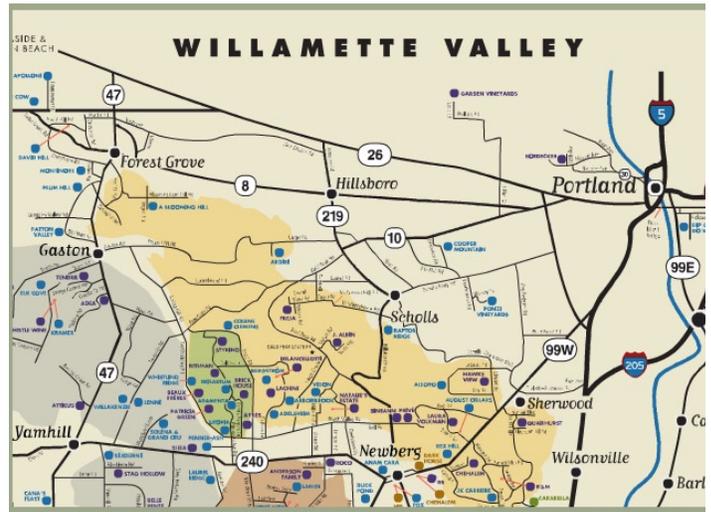
NATURAL HISTORY

Habitat Description

The Willamette Valley is the fastest growing region of Oregon and contains the three largest cities in the state (Portland, Salem, and Eugene). The region produces half of the state's agriculture in a mere 5,308 square miles ("At a Glance"- Characteristics and Statistics, Willamette Valley Ecoregion, ODF&W, pp. 235). Prior to European settlement, the Willamette Valley was a mixture of oak savannas, grasslands with native grasses and forbs, and wet prairies. Currently, due to widespread development and fire suppression, few native habitats remain. Historically, the Kalapuya Tribe set seasonal fires to improve hunting and foraging. These fires allowed the grasslands, oak savannas and wet prairies to flourish. Without the fires, the native grasses and forbs were diminished, allowing the intrusion of many non-native or invasive species and the degradation of native habitats (Invasive and non-native animals and plants of concern list, Willamette Valley Ecoregion, ODF&W, pp. 239). Imperiled habitats include: oak woodlands, oak savanna, riverine, grassland and wetland (wet prairies) (Oregon Conservation).

Habitats along the Willamette and Tualatin rivers are severely fragmented as well, since the rivers are disconnected from their floodplains. According to the Oregon Department of Fish and Wildlife, these land-use changes, along with private ownership of land (about 96 percent), are causing major challenges to conservation management, as habitat fragmentation remains of particular concern. Today only one-tenth of one percent of the Valley's native grasslands and oak savannas remain (Oregon Conservation).

The Yamhelas Westsider rail corridor runs through a pre-settlement combination of wet prairie, beaver swamp/riparian stream bottoms and upland prairies (oak savanna, oak woodland and mixed hardwood/conifer forest on north facing hillsides) (Seal). The habitat is influenced by the Tualatin River floodplain, especially along the northern reaches. According to the U.S. Environmental Protection Agency (EPA) and the Commission for Environmental Cooperation (CEC), two Level IV ecoregions are found in the area: the Prairie Terraces and the Valley Foothills. The Terraces of the Willamette River upstream of the Portland/Vancouver Basin characterize the Prairie Terrace ecoregion. Low-gradient, meandering streams and rivers dissect these upland fluvial terraces. Valley foothills are transition zones between the agricultural Willamette Valley and the more heavily forested Cascade and Coastal mountain ranges (Willamette Valley Ecoregions).



Yamhill County vineyards and Natural Landscape



Tualatin Watershed Natural Habitat



Tualatin River National Wildlife Refuge



Wildlife Resources

Notable animal species found in the Willamette Valley are the Townsend's big-eared bat, winter steelhead, Chinook salmon, bald eagle, great blue heron, and peregrine falcon. An abundance of Waterfowl are found in the scattered wetlands. They include some of the following species: Greater White-fronted goose, common merganser, hooded merganser, Common goldeneye, mallard, long-tailed Duck, greater scaup, tufted duck, green-winged teal, northern pintail, northern shoveler, American widgeon, gadwall, wood duck, tundra swan, and trumpeter swan (Oregon Conservation). Oregon's state bird, the western meadowlark (*Sturnella neglecta*), is a critically sensitive species that was once abundant in the Willamette Valley; but rural and urban development and agriculture have degraded the open grassy prairies that this species requires. Notable animals identified as Strategy Species by the Oregon Conservation Strategy (ODF&W) are the western gray squirrel, the northern red-legged frog, northwestern pond turtle, and Fender's blue butterfly (Oregon Conservation).

Botanical Resources

Common tree species found in riparian forest habitats include: Oregon ash, black cottonwood, western red-cedar, western hemlock, big leaf maple, Douglas fir, and red alder. Upland Prairie habitats contain grass and forb species such as: blue wildrye, California brome, California oatgrass, lupine, and Roemer's fescue. Rare species found in Upland Prairie include Kincaid's lupine and Nelson's checker mallow. The scattered remnants of wet meadow prairie have a great variety of vegetation. *Carex*, *Salix*, *Scirpus*, and *Juncus* are common genera. Grasses include tufted hairgrass, spikerush, and several sedge species (Oregon Conservation).

Douglas Fir Tree (*Pseudotsuga menziesii*)



Wapato Flower (*Sagittaria latifolia*)



Townsend Big Ear Bat (*Corynorhinus townsendii*)



Great Blue Heron (*Ardea herodias*)



Western Meadowlark (*Sturnella neglecta*)



Lupine (*Lupinus*)



Wapato Lake Floodplain

The historic Wapato Lake floodplain lies along the northern stretch of the corridor northeast of Cove Orchard, and about a half mile east of Gaston. This area is home to many species of waterfowl and migratory birds who depend on the floodplains for habitat. Historically, the Wapato Lake was nearly 1,500 acres in size and contained shallow water throughout the year. However, due to the construction of dikes, ditches, and drainage tiles the lake was drained to provide for agriculture land as private landowners utilized the Tualatin River for irrigation of these agricultural fields. Furthermore, the Tualatin River no longer seasonally floods in the fall and winter, which in turn continually degrades this historic habitat as the Wapato Basin no longer fills. Recognizing the significance of this flood plain to many different species, the United States Fish and Wildlife Service (USFWS) created the Wapato Lake National Wildlife Refuge in 2013 to preserve this unique region. This newly found wildlife refuge is now federally protected by the USFWS, and their goal is to restore the fragmented habitats by reclaiming the water rights through land acquisition and public/private partnerships (Tualatin). Historically, native plant communities included: scrub-shrub wetland, Oregon ash riparian forest and seasonal herbaceous wetlands. Other historic habitats were upland and wet meadow prairies, as well as mixed hardwood and conifer forests (Tualatin).

United States Fish and Wildlife Service Wapato Lake National Wildlife Refuge as seen in Gaston, Oregon



Wapato Lake Flood Plain



CULTURAL RESOURCES

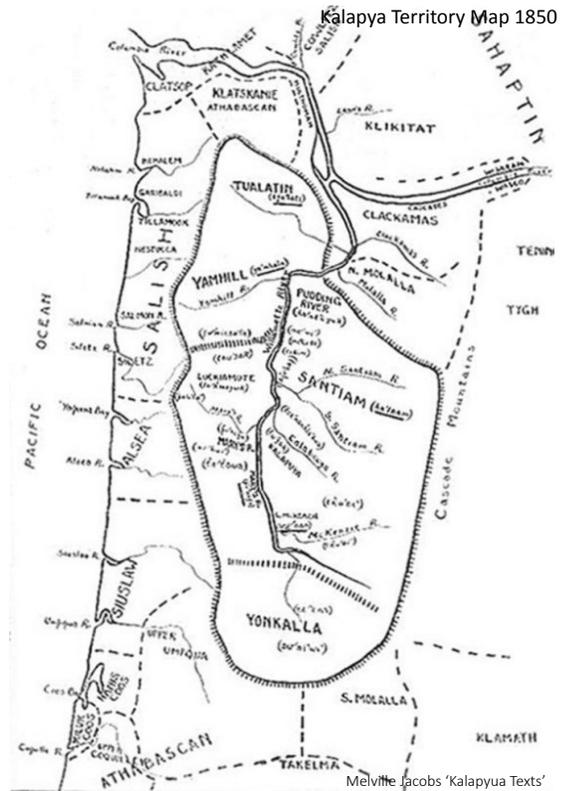
NATIVE AMERICAN (PRE EUROPEAN SETTLEMENT)

The earliest known indigenous people living in current-day Yamhill County were known as the Yamhelas. They were a band of Northern Kalapuya Tribe, and were closely associated with the neighboring Tualati tribe (sometimes referred to as the Wapato Lake Band) inhabiting current-day Washington County. Both the Yamhelas and the Tualati tribes were closely interconnected both socially and culturally, and shared a definite sense of collective identity for over 8,000 years. Harvesting camas flowers, hunting large game, and catching salmon, they shared many of the same cultural resources. As Europeans began to settle the area and introduce disease to the tribes, drastic depopulation and shrinking territory began to occur as early as the 1780's. By 1851 the tribes began to negotiate with United States Federal Government for transfer of their land, and in 1857 they were forced to migrate to the Grand Ronde Indian Reservation in Oregon's Coastal Range. The area continued to be settled by Europeans as the mass-migration known as the Oregon Trail brought settlers westward. As well, the ever expanding railroad lines throughout the Pacific Northwest brought additional settlers to these newly established territories.

EUROPEAN SETTLEMENT

European settlement of the Willamette Valley began in conjunction with the removal of Native American Indian tribes from the area in the mid 1800's. Prior to the construction of the first Transcontinental Railroad in 1869, European settlement in the Willamette Valley became widespread following the establishment of the Oregon Trail from 1811 to 1840. This was the main route to Oregon for some 400,000 settlers, particularly through the epoch years from 1846-1869 (Oregon Trail). Fur trapping and trading was common along the western part of the route, as the Hudson's Bay Company (HBC) was the prominent fur company that controlled most of the trading operations in the Pacific Northwest, as well as the western half of the Oregon Trail. This monopoly on trade virtually inhibited settlement within the region. However, the first successful large wagon train to reach Oregon in 1843, led by missionary Marcus Whitman, broke the HBC's stranglehold on settlement within the Willamette Valley. Soon after, thousands of American settlers flooded the region via the Oregon Trail as Yamhill County became known as an agriculture center (Marschner). During "The Great Migration of 1843" an established 700-1,000 settlers arrived within the area (Willamette Valely) with the promise of 640 acres of deeded land to married couples, and 320 acres of deeded land to unmarried individuals who made the trek.

Yamhill County, then known as Yamhill District, was created on July 5, 1843. It was originally over 12,000 square miles until it was reduced in size in 1847. Today it is currently 709 square miles. The city of Lafayette (once referred to as Yamhill Falls) was the first county seat and center of commerce as it was located on the Yamhill River and on the main Indian trail that traversed the Willamette Valley (Oregon Historical). Following the discovery of gold in California in 1848, farming took off as the agricultural products of the fertile Willamette Valley were desired commercially in the California mining towns. By 1845, the 2,000 settlers in the Willamette Valley outnumbered the natives, whose numbers were decimated by disease introduced by Europeans. A survey in 1850 showed that almost 90 percent of all settlement in the Valley was grasslands previously occupied by the Kalapuya tribe (Sinclair). By the 1860s almost all of the tillable farm land in Yamhill County was claimed as homesteads (Willamette Valley).



Yamhill Historical Society



Yamhill Historical Society



Yamhill Historical Society

THE RAILROAD

As the Willamette Valley and Oregon began to grow, railroads became an integral part of moving people and goods throughout the Pacific Northwest and down to California. Competing companies and rail lines fought to secure control of such movements throughout much of the Willamette Valley. Two such competing companies were the Oregon Central Rail, owned by Joseph P. Gaston, and the Oregon to California railroad owned by Ben Hollady. Gaston started building his railroad along the west side of the Willamette Valley from Beaverton to McMinnville in 1866; and Hollady began soon after, establishing a rail line on the east side of the valley in 1868. This competition between rail lines became known as the Westsider and Eastsider Railroads, due to the geographic location of each rail line in association to the Willamette River. Joseph Gaston eventually sold the Oregon Central Railroad to Ben Hollady in 1870.



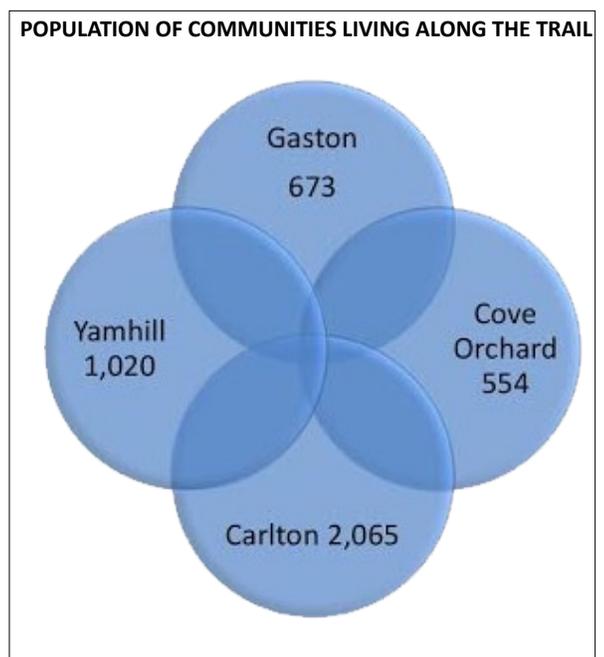
The Westsider rail was originally planned by Joseph P. Gaston to move between modern-day Beaverton to St. Joseph. However, it was actually Ben Hollady that completed the line, and expanded it to move from Portland to St. Joseph. The Westside railway was opened from Portland to Hillsboro on December 23, 1871; to Cornelius on January 28, 1872; to Gaston on September 29, 1872 and finally to St. Joseph on November 2, 1872. Stops along the way included Hillsboro, St. Joseph, Patton, Gaston and Carlton. In May of 1887 Ben Hollady sold his Oregon to California Railroad line to Southern Pacific (SP) Railroad Company, which acquired control of the “Westsider” line as part of the acquisition.

Heavily used rail lines continued to transport goods, services and people throughout most of the early twentieth century. However, as technological advances were made in the fields of electricity more and more pedestrian transportation methods were beginning to shift from traditional rail line transportation to the newly popular electric-trolleys. Anticipating the change, Southern Pacific Rail Company, a rival to Portland-based railroads, began to electrify its lines in Lake Oswego, McMinnville and eventually Corvallis. Before long, a new competitor for commuter traffic appeared in the form of motor busses and the Southern Pacific Rail Company saw a decline in its trolley business. By 1930 all trolley services in the area were discontinued by Southern Pacific Rail Company and the remaining trolley cars were sent to Los Angeles.

The “Westsider”, having been owned by Southern Pacific since 1887, continued to support the logging, agriculture, and commercial businesses in the area until 1980, when there was a dramatic decrease in the number of “on-line” industries using the “Westsider”. At this time, Southern Pacific began to pull up tracks and in 1998 sold the remaining “Westsider” line to the Union Pacific Railroad Company, which at the time this was written, maintains ownership.

CURRENT COMMUNITY PROFILE

The current day “Westsider” rail corridor, now known as the Yamelas Westsider Trail (named after the indigenous Yamhelas people, and the development of the rail corridor by Hollady) passes through three cities, one unincorporated area and eventually hopes to connect to the largest city in Yamhill County. The city of Gaston is located at the northern most point of the trail, with a population of 673 (2014). The city’s northern section is part of Washington County and the southern boundary falls within Yamhill County. To the south of Gaston is Cove Orchard, an unincorporated area that is partially managed and maintained by Yamhill County. There are approximately 554 people who reside there. Located just over eight miles south of Gaston is the City of Yamhill, a small farming community with a population of 1,020 citizens. The largest local high school, Yamhill-Carlton High School, as well as the Middle School and district offices are all located in Yamhill. Three miles south of Yamhill is the city of Carlton, which prides itself on a strong community and vibrant downtown. With a population of 2,065 Carlton is the center of rural wine tourism and production with over one million visitors a year to its local wineries. Approximately seven miles to the south of Carlton is the City of McMinnville, population 33,131 (2013), the largest city in Yamhill County.



REGIONAL TRAILS

EXISTING AND PLANNED REGIONAL TRAILS

The following are a list of key regional trails (existing or planned) that the Yamhelas Westsider Trail is close to and has the potential to link to:

Forest Grove Trails

Forest Grove has a number of trails including Highway 47 Trail and B Street Trail. Both of these paved trails intersect on the south end of town on Highway 47 and B Street. B Street Trail is $\frac{3}{4}$ of a mile long and Highway 47 Trail is 2.31 miles. The distance from Gaston to the southern terminus of these trails is 5.4 miles and only 3.7 miles from Scoggins Creek.

Hagg Lake Trail Loop and Park

A 13 mile loop around Hagg Lake, which is primarily natural surface with a few sections on road. Haag Lake Park is a popular regional destination and there are plans to connect it to Highway 47 and eventually the northern terminus of the Yamhelas Westsider Trail.

Chehalem Ridge Park & Trails

At over 1,200 acres, Chehalem Ridge Park is one of Metro's and the region's largest parks. Metro recently began to plan and develop the park including a proposed natural surface trail system. Gaston Road out of Gaston is the access for Chehalem Ridge Park and is approximately 4.8 miles from town.

Banks to Vernonia Trail

A former railroad corridor turned trail, this 21-mile-long, eight-foot-wide paved trail owned and managed by Oregon Parks and Recreation connects the towns of Banks and Vernonia. For much of the trail, there is a parallel four-foot-wide equestrian path. This trail was the first linear park developed by Oregon's Parks and Recreation Department. This southern-most trailhead is 14.8 miles north of Gaston, in the city of Banks, Oregon.

Crown Zellerbach Trail

This trail is a 22.4 mile rail trail stretching from Chapman's Landing in Scappoose, Oregon to just north of Vernonia. The trail is actively being updated. Most of the trail is hard-pack and gravel with some sections of asphalt. Although this trail does not connect to the Banks to Vernonia Trail, there are plans to do so.

Salmonberry Trail

Primarily on old railroad corridors, this proposed paved trail connects the city of Banks to the Vernonia Trail at LL "Stubs" Park. It is planned for the trail to eventually connect the towns of Nehalem and Wheeler on the Oregon Coast, down to Tillamook.

Council Creek Trail

A 15 mile planned trail that will connect Forest Grove to Hillsboro in the east, and Banks in the north via the Highway 47 and B Street trails.

Metro's Regional Trail System

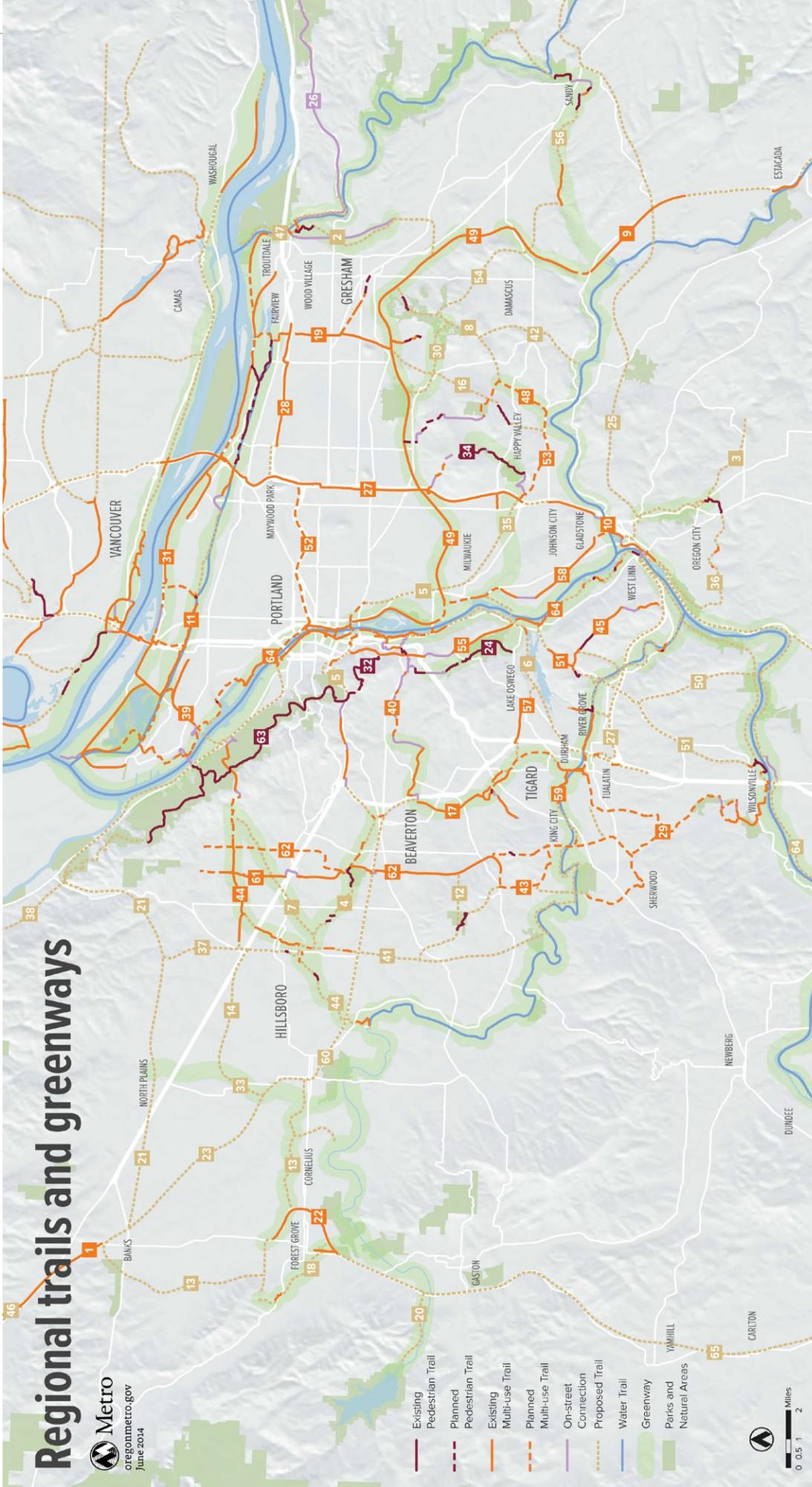
1,200 miles of connected trails and greenways in the Portland region was the vision in 1992's for Metropolitan Greenspaces Master Plan. Metro has been actively working to build out an updated version of the 1992 vision. The Yamhelas Westsider Trail and the trails listed above are part of this 1,200 mile vision of a regional trail system.

Wapato Lake National Wildlife Refuge Dike Trails

The Wapato Lake National Wildlife Refuge (NWR) is a unit of the Tualatin River National Wildlife Refuge Complex. Recently formed in 2008 (date of the first purchase for Wapato NWR), this NWR's western boundary abuts Highway 47, the Yamhelas Westsider rail corridor and Gaston. Currently Wapato NWR is 195 acres in size with the opportunity to increase to 4,310 acres. Due to the relative newness of Wapato NWR, there are no visitor services or trails at the Refuge. But, the United States Fish and Wildlife Service (USFWS) has plans to study these lands for the possible development of a trail system utilizing the old dikes and/or possible other locations. It is envisioned that these USFWS trails on Wapato NWR could use the Gaston trailhead and parking planned for the Yamhelas Westsider Trail.

Regional trails and greenways

Metro
oregonmetro.gov
June 2014



- Existing Pedestrian Trail
- Planned Pedestrian Trail
- Existing Multi-use Trail
- Planned Multi-use Trail
- On-street Connection
- Proposed Trail
- Water Trail
- Greenway
- Parks and Natural Areas



1. Banks Vernonia Trail
2. Beaver Creek Trail
3. Beaver Lake Trail
4. Beaverton Creek Trail*
5. Beaverton to Milwaukie Trail
6. Bridgeport to Milwaukie Trail
7. Bronson Creek Trail
8. Butler Buttes Trail
9. Cazadero Trail
10. Clackamas River Greenway
11. Columbia Slough Trail
12. Cooper Mountain Trail
13. Council Creek Trail
14. Crescent Park Trail
15. Crown Zellerbach Trail**
16. East Buttes Powerline Trail
17. Fanno Creek Trail
18. Gales Creek Trail
19. Gresham-Fairview Trail
20. Hagg Lake Trail
21. Helvetia Trail
22. Highway 47 Trail
23. Hillsboro to Banks Trail
24. Hillsdale to Lake Oswego Trail*
25. Historic Barlow Road Trail
26. Historic Columbia River Highway
27. I-205 Trail
28. I-84 Trail
29. Ice Age Tonquin Trail
30. Kelley Creek Trail
31. Marine Drive Trail
32. Marquam Trail
33. McKay Creek Greenway
34. Mount Scott Trail*
35. North Clackamas Greenway
36. Oregon City Loop Trail
37. Oregon Electric Railway Trail
38. Pacific Greenway Trail
39. Peninsula Crossing Trail
40. Red Electric Trail
41. Reedville trail
42. Richardson Creek Trail
43. River Terrace Trail
44. Rock Creek Trail
45. Rosemont Trail
46. Salmonberry Corridor Trail
47. Sandy River Greenway
48. Scouters Mountain Trail*
49. Springwater Trail
50. Stafford to Canby Trail
51. Stafford Trail
52. Sullivan's Gulch Trail
53. Sunrise Corridor Trail
54. Sunshine Valley Trail
55. Terwilliger Trail
56. Tickle Creek Trail
57. Tigard to Lake Oswego Trail
58. Tooley Trail
59. Tuaiatin River Greenway
60. Tuaiatin Valley Trail
61. Waterhouse Trail
62. Westside Trail*
63. Willwood Trail
64. Willamette River Greenway
65. Yamhelas Westsider Trail

* Alignments shown on map are simplified for cartographic purposes. Additional on-street segments are shown in individual trail master plans.
** Not shown on map. Located in Clackamas County, Oregon.

BENEFITS

Providing many unbridled opportunities, trails have been an integral part of the American landscape for hundreds of years. These uninterrupted linear corridors have evolved from Native American hunting trails, to trade routes, to established transportation corridors. Today, trails directly benefit local communities in several ways, whether it is by providing recreation and transportation opportunities, or by spurring economic development. Trails have become a culturally important network serving many as a primary link to the outdoors. As numerous communities begin to realize the benefit of establishing trails, it is important to preserve these corridors for future generations.

RECREATION

One of the most direct benefits of community trails and greenways is the close to home, accessible recreation opportunities they provide. Trails make communities better places to live by preserving and creating open spaces for non-motorized transportation. By providing a unique facility to serve diverse populations, that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints, trails provide affordable exercise and recreational opportunities within local communities.

TRANSPORTATION

In addition to providing opportunities for recreation, trails and greenways also function as non-motorized transportation corridors for pedestrians and cyclists. Trails and greenways link neighborhoods with shopping and entertainment districts, and provide a pleasant transportation alternative for commuting to work, school, and social activities. Often direct and uninterrupted, trails provide a pedestrian scale environment that allows for safe passage to and from destinations. They also can provide safe alternative transportation methods for children commuting to and from school. A unique opportunity that the proposed Yamhelas Westsider trail provides is the ability to mitigate conflicts between farm equipment and pedestrians on current road-ways. Being a heavily agricultural area, there is potential for farmers moving equipment along country and town roads to come into contact with ever-increasing pedestrian and recreation seekers, such as bicyclists. Removing pedestrians and recreation seekers off the current roads and onto the proposed trail, lessen the potential conflict between these two uses.

HEALTHY LIVING

Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas. For many, exercise is important for maintaining good health in all stages of life; however, most people do not regularly exercise. Scientific evidence supports that people are more likely to be physically active if they have recreational facilities close to their homes. By providing opportunities for recreation through trails, people of all ages have an accessible and low-or no-cost, attractive and safe place to cycle, walk, skate and jog. By connecting people with places they want or need to go, trails encourage people to incorporate exercise within their daily routines, thus creating a significant impact on public health and wellness.

TOURISM

Rails to trails projects are a significant draw for many visitors. Local entrepreneurs can take advantage of the influx of people seeking to walk or bike the trail. The opportunity to rent bikes, provide shuttles or even guide trips will be generated with the creation of this trail. Local restaurants and stores are anticipated to benefit from the enhanced tourism visitation due to the creation of the trail. The nearby Banks-Vernonia Rail Trail receives over 250,000 annual visitors. The area's well known and highly productive viticulture paired with the Yamhelas Westsider Trail could be a unique experience and draw for visitors. The trail will link together several wine tasting rooms and vineyards offering the potential for a Wine and Bike Tour.

ENVIRONMENT

Greenways and trails play an important role in mitigating environmental impacts by preserving vegetated open spaces that act as a natural buffer zones between the built and natural environments. Vegetated areas have been shown to improve overall water quality by preventing pollution run-off into direct water sources. Air quality is also impacted by greenways because they provide a non-motorized transportation route reducing overall carbon emission from traditional vehicular transportation methods. Vegetative areas also help mitigate air pollution by filtering out pollutants from the surrounding air and by naturally increasing oxygen levels. By providing direct access to the outdoors, the value of public open space is enhanced as trails can also function as a hands-on environmental classrooms for people of all ages, including but not limited to nature studies, history interpretation and student field trips.

SAFE and LIVABLE COMMUNITIES

Trails promote safe and livable communities. The recreation, health, transportation and environmental benefits collectively can contribute to an overall enhanced quality of life in communities. Another variable to consider is the impact of trails and greenways on safety. While many believe that trails promote crime, they can actually reduce illegal activity through regular use and high visibility of users. Trails often provide informal opportunities to meet and interact with neighbors, creating a sense of place and community pride. Communities in which children can safely walk or bike to a park, school, or to a neighbor's home are generally thought to be excellent places to live. For more information and examples of other trails please visit: < https://safety.fhwa.dot.gov/ped_bike/docs/rt_safecomm.pdf >

HISTORIC PRESERVATION and COMMUNITY IDENTITY

The Yamhelas Westsider Trail can enhance the region's sense of community identity and pride through the interpretation of the area's rich historic and cultural resources including the preservation of this historically significant transportation corridor. Trails and greenways provide a window into our history and culture by connecting people to the past. They often link and provide access to historic features, such as train depots, Alec Carson's resting place, and historic grain silos. The preservation and highlighting of these places lets us learn about and understand the history of the region and the area's communities.

PROTECTION OF AGRICULTURE EQUIPMENT ON ROADS

The Yamhelas Westsider Trail will reduce foot and bike traffic on Highway 47 and other arterial roads in the area. The winding nature of Highway 47 and nearby roads presents less than optimal conditions for non-motorized traffic within the road corridors. This coupled with the presence of farming equipment legally using the road corridor to transport machinery and access crops could lead to potential traffic accidents that involve farm equipment and bikes/hikers. The creation of the Yamhelas Westsider Trail will greatly reduce this potential by getting bikers and hikers off the road and away from farming equipment.



Agriculture Equipment on the Road

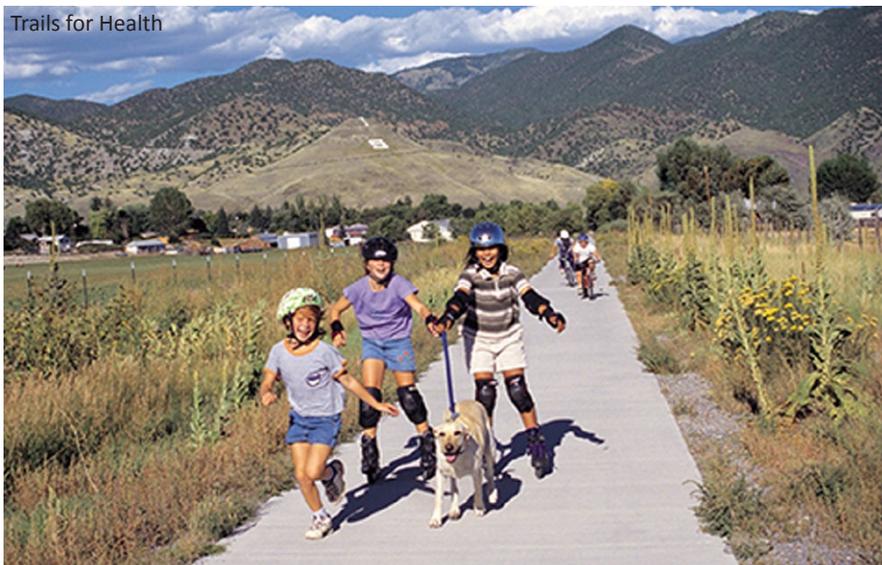
As this picture demonstrates, agriculture equipment can take up most, if not all of the roadway. This can cause conflict with pedestrians trying to use the road shoulder for recreation, transportation or other uses.

Trails for Health

Multimodal trails are beneficial for all ages, skill levels, and transportation methods. Trails promote healthy active lifestyles, social interactions, nature conservation and education, among other things.

Bicyclists on Shoulder of Road

This picture shows that it is dangerous to bike along the shoulder of busy roadways, as there is no buffer and often times the shoulders can be narrow.



DESIGN RECOMMENDATIONS

As stated earlier in this document, a concept plan is an early look at how the trail will look and feel within the rail corridor. In general, the plan defines where the trail will be located within the corridor. This plan provides the framework for the construction of the trail. The design principles and guidelines detailed in this chapter of the concept plan will support consistent design over the course of the development of this trail, which will be done in phases as monies are available. This chapter also describes the proposed trail amenities that will serve to enhance the user's experience.

TRAILHEADS

The size, character, and amenities of trailheads will vary from site to site depending on demand, size/geography of site, and funding available for development. Some potential locations for trailheads will provide opportunities for viewpoints, picnicking, or park features in addition to parking and trail access. Trailheads will include parking for ten or more cars. They may include seating to allow trail users to prepare for their trip, bicycle racks for short-term storage, and wayfinding information. In some locations trailheads may also include water fountains and restrooms, picnic tables, art installations, covered bicycle parking, and other user amenities. Trailheads should be managed like small parks and be open from dawn to dusk. Typically, trailheads have easy visibility from nearby roads for law enforcement purposes. These locations are regularly visited for trash removal and routine maintenance.

SIGNAGE

Signage along the Yamhelas Westsider Trail will serve to welcome trail users, communicate trail regulations and rules, identify locations in the case of an emergency, and aide wayfinding. Kiosks can also be placed at strategic locations giving trail information and also provide historical and cultural interpretation along the trail. Signage is a basic feature at trailheads, access points, and in advance of intersections. The need for signage must be weighed against over-signing the corridor to the determinant of the character and aesthetic of the trail experience.

PUBLIC ART

Public Art is an excellent opportunity to provide a unique experience along the Yamhelas Westsider Trail and to create a sense of place. Well done artwork can inspire trail use and offer pleasant, provocative, and enriching experiences. It can contribute to the beauty, cultural vitality, and economic development of Yamhill County. Public art can also create a lasting cultural legacy. It provides added value and a community aesthetic that encourages positive community development, potentially increasing public safety. The Yamhelas Westsider Trail's unique route, history, and the character of the landscape and communities it runs along will favor the creation of distinctive cultural and artistic instillations.

Public Art along the trail corridor could:

- Create movement corridors leading to destinations and as destinations themselves;
- Provide opportunities to express the unique personality of each trail section while striving for accessibility and optimal user experience;
- Cultivate public places that are aesthetic, green, interesting, social, cultural, and shared;
- Build a legacy of artwork and aesthetic enrichment; and
- Enhance public awareness of trails and their surrounding environment.

Multimodal Trail Sculpture Example



An artistic bike rack along the trail.



Multimodal Trail Art Example



AGRICULTURE CROSSINGS

For much of the rail corridor, the trail traverses through a rich agrarian landscape. Cattle ranchers, vineyards, crop farms, and orchards are located alongside or close to the trail. Some of the agricultural operators have lands that the railroad bisects. These farmers need to access their operations. Yamhill County intends to work with all farmers (on a one-on-one basis) to maintain access to their lands. In some locations, farm machinery and livestock need to be transported across the trail. At these locations, a set of gates could be installed so that when all gates are closed, the entire trail is blocked in both directions and a 20 foot gated corridor (this can be made wider if needed) through the trail is created for animals and machinery to safely travel and access on the other side of the trail.

AN ARTIST DIAGRAM OF THE YAMHELAS WESTSIDER TRAIL WITH AGRICULTURE CROSSING (GATES OPEN)



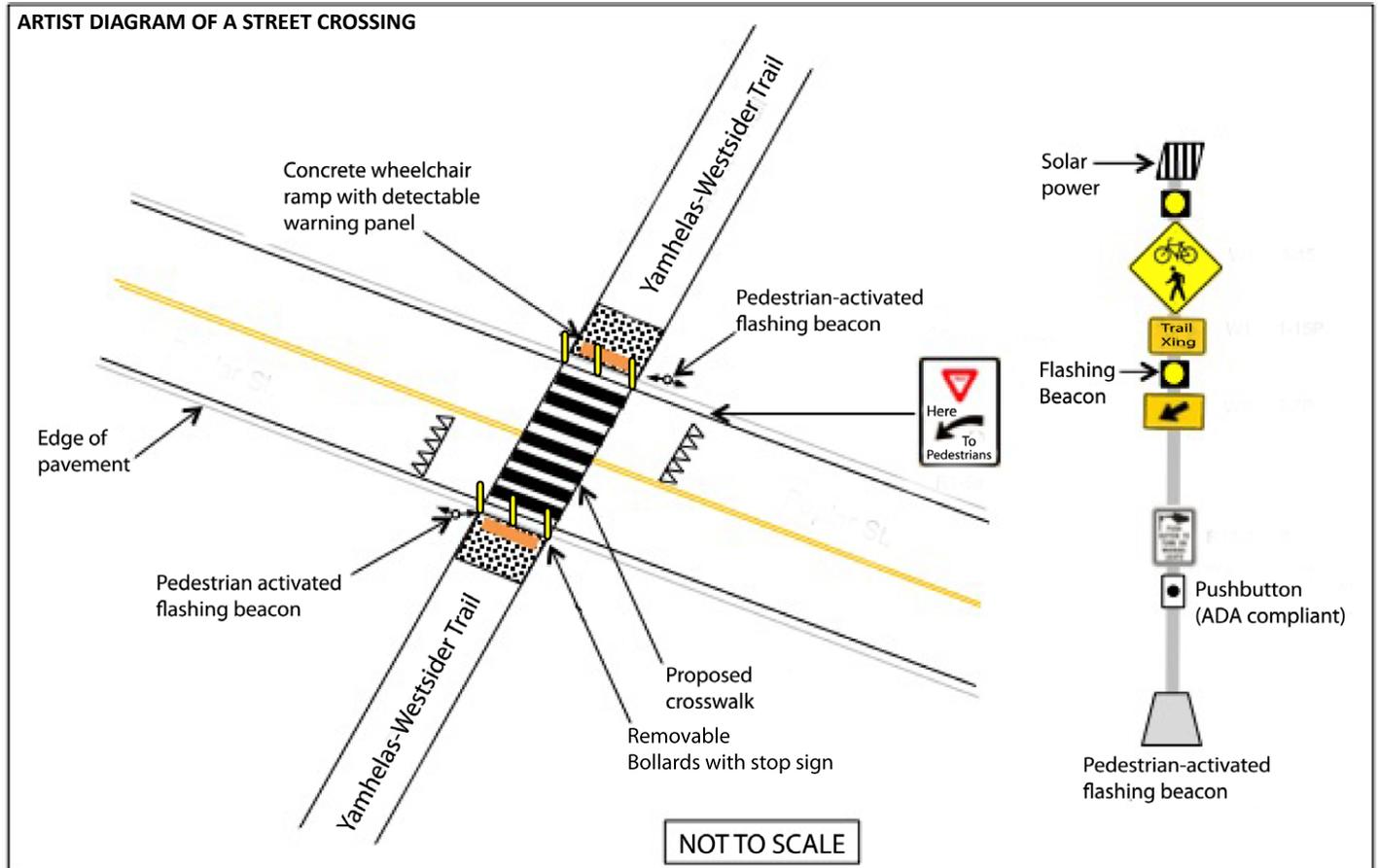
AN ARTIST DIAGRAM OF THE YAMHELAS WESTSIDER TRAIL WITH AGRICULTURE CROSSING (GATES CLOSED)



ROAD CROSSINGS

Road crossings are one of the most critical design elements for a shared use path. The goal of trail design is to make these crossings safe for trail users and motorists. At most intersections, except those with major arterials, crossings will be designed so that the road has a striped walkway crossing the road surface. Signs installed on the road will give motorists advance warning that there is a bike/pedestrian crossing. Trail users will be asked to stop prior to entering the intersection. Prior to the trail intersection, removable bollards will be installed that will help to slow bicycle traffic and prevent motorized traffic from entering the trail corridor.

At high volume/more dangerous crossings, trail users will be asked to push a button to activate a flashing light warning motorists that a pedestrian or bicyclist is crossing the road. It should be noted that some crossings can be complex; therefore, final decisions on the locations and design elements for crossings will be made in the engineering phase.



ARTIST RENDER OF MAIN STREET CROSSING IN CARTLON



LIGHTING

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

- Trailheads
- Approaches to bridges and boardwalks
- Intersections with roads (where streetlights do not already exist)
- Changes in tread height or tread surface where a bike tire or foot might slip
- In the Commercial District Corridor (see page 26)

Illumination should be designed to support pedestrian and bicycle safety and security while minimizing glare and obtrusiveness to surrounding neighborhoods. A variety of lighting types may be used on the trail, depending on the function and the location. Taller light fixtures could be used where uniform light is needed for the entire trail surface, or where lighting would enhance safety. Wherever possible, low elevation lighting that is at or near the surface should be considered as long as appropriate. It reduces ambient light to surrounding neighbors.

VEGETATIVE PLANTINGS and SCREENINGS

The Yamhelas Westsider Trail is comprised of open areas with rail bed gravel, unmaintained grassy cover, bushes and some trees that have grown up and into the corridor. Plants, shrubs and trees are a mix of natives and invasive species such as Himalayan blackberry and Scotch Broom. Construction of the trail will only take up a part of the rail corridor. The landscape within the corridor that does not need to be removed or impacted from trail construction should be evaluated to determine if it is consistent with public use, including aesthetics and overall trail design. To create a sustainable, maintainable landscape along the length of the trail, replanting will typically be simple, with a focus on meadow grasses and native trees and shrubs.



To prevent unsafe conditions for the trail, shrubs should typically be planted 5 feet or more from the trail edge, and trees about 15 feet or more from the trail. The area directly adjacent to the trail is expected to be maintained by mowing or trimming. The areas farther from the trail should be preserved in a natural state and should not be maintained once plants are established. Planting strategies for specific areas should be developed based on the character of the surroundings. In some locations taller shrubs may be used as a visual screen between the trail and nearby homes. In other locations, the landscape may be selectively opened up to improve visibility and for security surveillance, which is an important consideration for discouraging vandalism and other unwanted activities.

YAMHELAS WESTSIDER TRAIL CROSS SECTION



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YAMHELAS WESTSIDER TRAIL RECOMMENDATIONS

Note: these are conceptual ideas and are not meant to be interpreted as final design plans or a master plan.

These site specific recommendations are organized from south to north along the rail corridor.

McMINNVILLE TO GUN CLUB ROAD *Sheet 1*

At the time of plan production, the rail corridor from Gun Club Road south towards McMinnville continues to be utilized by the railroad and is retained in their ownership. As a result, a different route will need to be developed if the trail is to connect to McMinnville. Alternatively, Yamhill County and partners can wait to see if this section of trail becomes unused and open for acquisition.

Other alternatives to connect to McMinnville identified in the planning process include routing the trail within the Highway 47 (Tualatin Valley Highway) right-of-way corridor or connecting less travelled roads such as Gun Club Road and Poverty Bend Road with easements through private property (acquired by willing landowners). All of the McMinnville connection alternatives will need to be studied and evaluated for feasibility.

It should be noted that there was early discussion of a trailhead at Gun Club Road. This trailhead is no longer being proposed. It would only serve as a temporary trailhead until a connection could be made to McMinnville and is only about 2.25 miles south of the town of Carlton, where a larger trailhead is recommended.

At the southern end of the proposed trail (immediately North of Gun Club Road) is a residence which lies close to the rail corridor. It is recommended to work with the landowner to install a vegetative screen to provide a visual barrier between the residents and the trail users.

Approximately .8 miles north of Gun Club Road, an agriculture crossing is recommended to allow for easy and safe passage of agricultural equipment. (*Sheet 1- Design Recommendation 1*)

In areas where agriculture traffic must cross the trail, crossing gates could be installed (*see artist example of agriculture crossing on page 19*).

Yamhelas-Westsider Trail Concept Plan

Sheet 1

-  Proposed trail
-  Property lines
-  Highway 47
-  Proposed trail extension alternative to McMinnville
-  Design Recommendations
-  Agriculture Crossing
-  Vegetative screen

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Gun Club Road
 - End of railroad abandonment
 - Potential future connection to McMinnville



GUN CLUB ROAD TO CARLTON *Sheet 2*

Just as the trail enters Carlton (and past the AVA stone monument), a “gateway” to Carlton sign and informational map is recommended (*Sheet 2 – Design Recommendation 1*). It will greet users of the trail and orient them to town. Information regarding eateries, services and other business information should be included.

While the main trailhead and parking area is recommended at the intersections of Pine and Monroe Streets, overflow parking for heavy usage times (such as events) is recommended on the recently acquired school district property near Carlton Elementary School. (*Sheet 2 – Design Recommendation 2*)

Polk Street is anticipated to have heavy use due to the proximity of the school, and upgraded street crossing is recommended for this intersection to provide extra pedestrian safety within the area. This will directly benefit kids on their way to school, parents driving cars to and from picking up their kids, and other users of the trail. In addition to the usual striping, signage and removable bollards, this intersection should have an on-demand flashing light for increased safety and awareness. (*Sheet 2 – Design Recommendation 3*) (*See artist rendering of Polk Street Crossing on page 28*)

DOWNTOWN CARLTON *Sheet 2 and Carlton Detail*

The trail from Polk Street up to Roosevelt Street (Carlton Fire Hall) is recommended to be the Commercial District Corridor and as such will change in the feel and look of the corridor. The Commercial District Corridor (CDC) will have lighting (low elevation – downward as opposed to street lamps), increased benches, may be wider in areas, have different surfacing (concrete, coloring, etc.), and have more landscaping and other aesthetic touches. This is the only section of trail that goes through a town until Gaston. The CDC is represented on Sheet 2 and the Carlton Detail as cross-hatched portion of the trail.

The Carlton Veterinary Hospital has expressed the desire to develop a horse corral (*Sheet 2 – Design Recommendation 4*) at their facility for equestrians to hitch their horse while they go in to downtown to eat and shop.

The historic Madsen Grain Elevator provides an interesting aesthetic and architectural building for trail users to see. An interpretive sign should be installed here to provide more information to trail users. (*Sheet 2 – Design Recommendation 5*) (*See artist rendering of the Madsen Grain Elevator and Silos on page 29*)

East Main Street is another crossing recommended to be upgraded to include on-demand flashing lights for trail users. (*Sheet 2 – Design Recommendation 6*)

Historically, there was a railroad spur line that went out west towards Carlton located north of Monroe Street. This location would be a good spot for a historic interpretive panel on the railroad and the spur line. In addition, the spur line could be delineated in the surface of the trail through a different color or texture. (*Sheet 2-Design Recommendation 7*)

The Carlton Trailhead (and southern-most trailhead recommended until a trailhead can be sited in or near McMinnville) will be located at the corner of Pine and Monroe Street in the existing paved lot immediately to the north of the old train depot station. Restrooms, a water fountain, plus trail and Carlton commercial signage are recommended. Additional overflow parking can be accommodated across the street. (*See Carlton Detail*)

Yamhelas-Westsider Trail Concept Plan

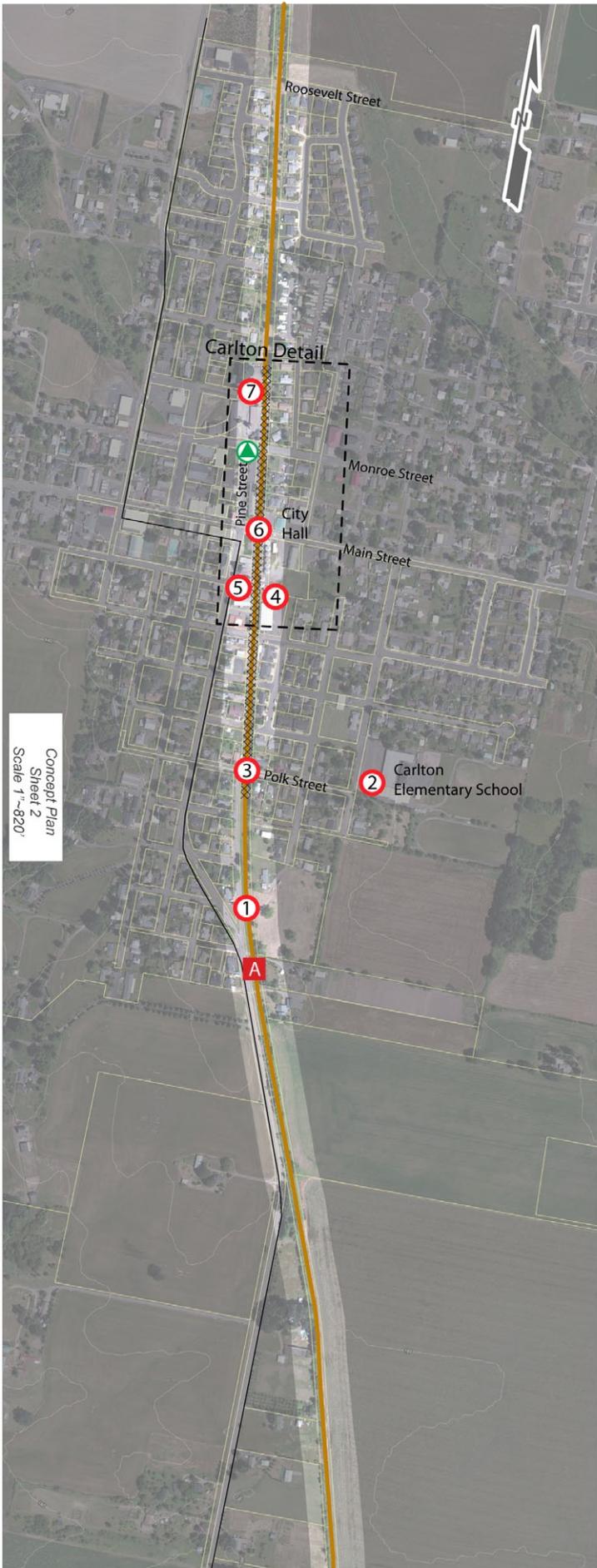
Sheet 2: Carlton

-  Proposed trail
-  Property lines
-  Highway 47
-  Trailhead, proposed
-  Design Recommendations
-  AVA Stone Monument
-  Enlargement

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Carlton Trailhead
 - Paved lot, existing
 - Restrooms, proposed
 - Water fountains, proposed
 - Carlton sign & map
-  Carlton gateway sign & informational map
-  Potential trailhead overflow parking at Carlton Elementary School
-  East Polk Street crossing
 - signage
 - striping
 - pedestrian activated flashing lights
 - removable bollards
-  Horse Corral
-  Interpretive signage
 - Madsen grain elevator
-  East Main Street crossing
 - signage
 - striping
 - pedestrian activated flashing lights
 - removable bollards
-  Interpretive signage
 - historical spur
-  Commercial district corridor
 - Lighting
 - Benches
 - Potential increased width
 - Potential alternate surfacing
 - Increased landscaping
 - Screening, vegetative & constructed



Concept Plan
 Sheet 2
 Scale 1"=820'

An artist rendering of Polk Street in Carlton.

The image below depicts a pedestrian activated crossing. Removable bollards are used to help slow down pedestrian traffic, while acknowledging and highlighting to be aware of cross traffic. Striping is used, and flashing lights are activated when a pedestrian wants to cross.



An artist rendering of the Madsen Grain Elevators and Silos in downtown Carlton.

The image below illustrates how the Yamhelas Westsider Trail interacts with the preservation of the Madsen Grain Elevators and Silos. The Yamhelas Westsider Trail would like to celebrate the agricultural history of the county by incorporating interpretive elements about the Madsen Grain Elevator and Silos along the trail. In the heart of downtown Carlton, the Yamhelas Westsider provides the opportunity for active recreation, social neighborhood interactions, lounging in the sun, or grabbing a bite to eat.



NORTH OF CARLTON *Sheet 3*

Alexander “Alec” Carson, Kit Carson’s relative, is believed to have met his demise close to the rail corridor at a hill known as Alec’s Butte. In his time, Alec Carson was a well-known trapper, frontiersman, and gunsmith. He served on the Astor Overland Expedition in 1811 and worked out of Fort Astoria on Astor hunting parties. This spot would make a good interpretive site focusing on the pioneer days of the region. (*Sheet 3 – Design Recommendation 1*)

In areas where agriculture traffic must cross the trail, crossing gates could be installed (*see artist example of agriculture crossing on page 19*).

Yamhelas-Westsider Trail Concept Plan

Sheet 3

-  Proposed trail
-  Property lines
-  Highway 47
-  Design Recommendations
-  Agriculture Crossing

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Historical Interpretive Signage
 - Alec Carson, early frontiersman and Kit Carson's relative



Concept Plan
Sheet 3
Scale 1"=820'

YAMHILL *Sheet 4*

On the way north to Yamhill, there are three bridges that need to be constructed (see Sheet 4). The first (southern) bridge would also make an excellent viewpoint and rest stop. A pull-out on or close to the bridge would allow for a nice view of the surrounding pastoral landscape. *(Sheet 4 – Design Recommendation 1) (See Artist Rendering of a Long Bridge Below)*

As the rail-trail comes close to Highway 240, the trail will need to take a jog to the west and stay as far away from the school district bus depot as possible. *(Sheet 4 – Design Recommendation 2)*

The crossing at Yamhill- Newberg Highway 240 *(Sheet 4 – Design Recommendation 3)* will need to be upgraded to a push button flashing light. This crossing is an important one because it will be used for getting to and from Yamhill High School (the regional high school). At the Yamhill Design Workshop, the recommendation was made for the route connecting to the center of Yamhill and Yamhill High School to be located on the south of Highway 240 (which becomes East Main Street in Yamhill). The crossing is needed to connect to the existing sidewalk on the south side of East Main Street. Yamhill County should work with the City of Yamhill and the Yamhill Carlton School District to extend the sidewalk all the way to the crossing with the Yamhelas Westsider Trail.

On the north side of Highway 240, the rail corridor was sold to the landowner with an easement attached to the deed allowing for a trail through the parcel. The trail should be routed the farthest west possible on this landowner’s property. A chain link fence is desired by the landowner. This fence could be decorated with artwork by local and/or Yamhill Carlton High School artists. At the north end of this landowners property, the trail will need to curve back to align with the rail corridor heading north to Cove Orchard. *(Sheet 4 – Design Recommendation 4)*

In areas where agriculture traffic must cross the trail, crossing gates could be installed *(see artist example of agriculture crossing on page 19)*.

An artist rendering of a long bridge.

The image below was developed at the Yamhill table during the Design Workshop held in the Fall of 2015. It depicts the long bridge and rest area design *(Sheet 4- Design Recommendation 1)*, along with their potential uses. [Drawing not to scale.]



Yamhelas-Westsider Trail Concept Plan

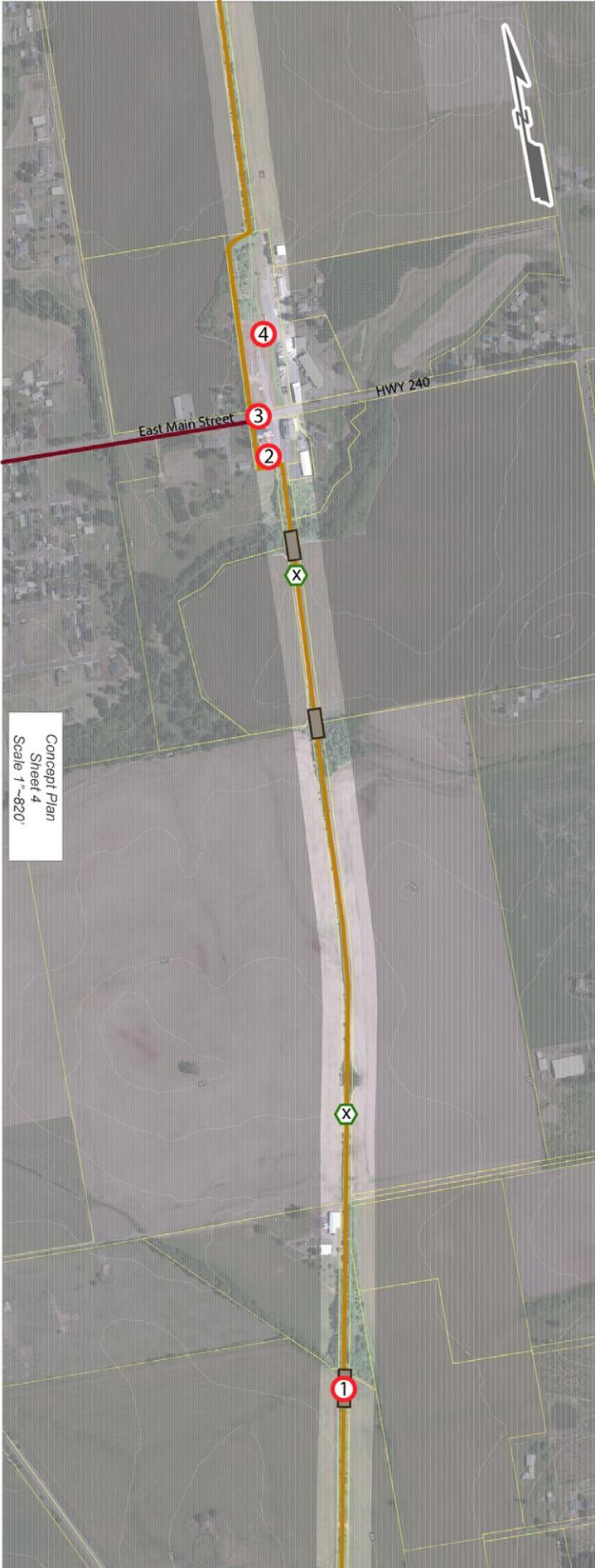
Sheet 4: Yamhill

-  Proposed trail
-  Property lines
-  Proposed trail connection to Yamhill
-  Design Recommendations
-  Agriculture Crossing
-  Bridge

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

- ① Bridge and Rest Area
- ② Trail leaves corridor and is located to the west of the Mid-Columbia Bus Depot
- ③ East Main Street crossing
 - signage
 - striping
 - pedestrian activated flashing lights
 - removable bollards
- ④ Easement through private property
 - Chain fence along Fruit Hill property
 - With potential input and art murals from local high school students



Concept Plan
Sheet 4
Scale 1"=820'

NORTH OF YAMHILL *Sheet 5*

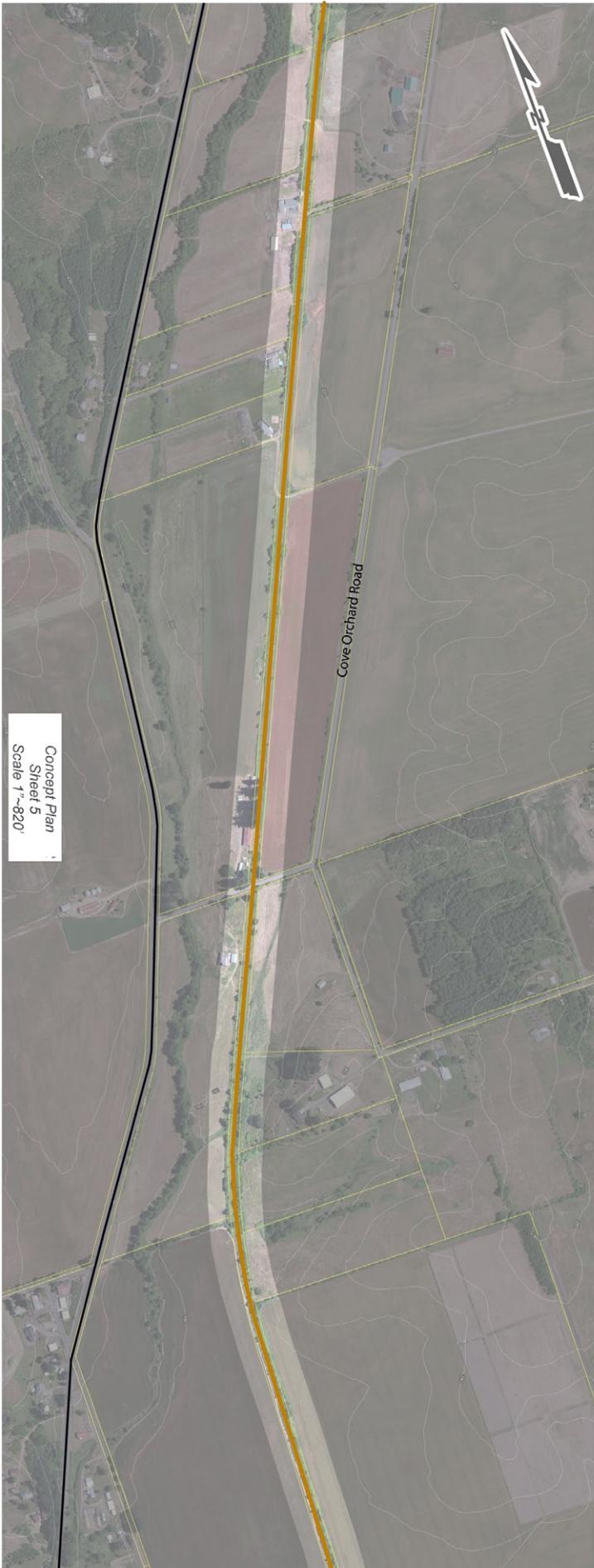
No Recommendations.

Yamhelas-Westsider Trail Concept Plan

Sheet 5

-  Proposed trail
-  Property lines
-  Highway 47

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.



Concept Plan
Sheet 5
Scale 1"=820'

COVE ORCHARD *Sheet 6*

As the rail corridor enters into Cove Orchard, several landowners are utilizing the abandoned rail-line as a driveway for their property. No agreements exist for this use. There are three alternatives for this situation. The first is to work with the landowners and make accommodation for their use on the rail trail. The second is to have the landowners develop the platted street behind (north) of their houses. The third is for the trail to be routed on the undeveloped platted street behind the houses (north).

As the rail line goes through Cove Orchard, many houses are close to the trail corridor. This area is a good place to plant vegetative screening for the benefit of both the trail users and the landowners.

Continuing north of Cove Orchard, the trail corridor goes through an area where the surrounding landscape drains down to the vicinity where the rail line is located. As a result, this area can become marsh-like during the wet times of the year. This area will need to be studied to determine if there is a need to construct an elevated tread (punchion, turnpike, boardwalk, etc.)

Also north of town is the site of a derailed locomotive that was buried in a sinkhole. It is recommended to develop an interpretive sign and rest stop at this location. (*Sheet 6 – Design Recommendation 1*)

Yamhelas-Westsider Trail Concept Plan

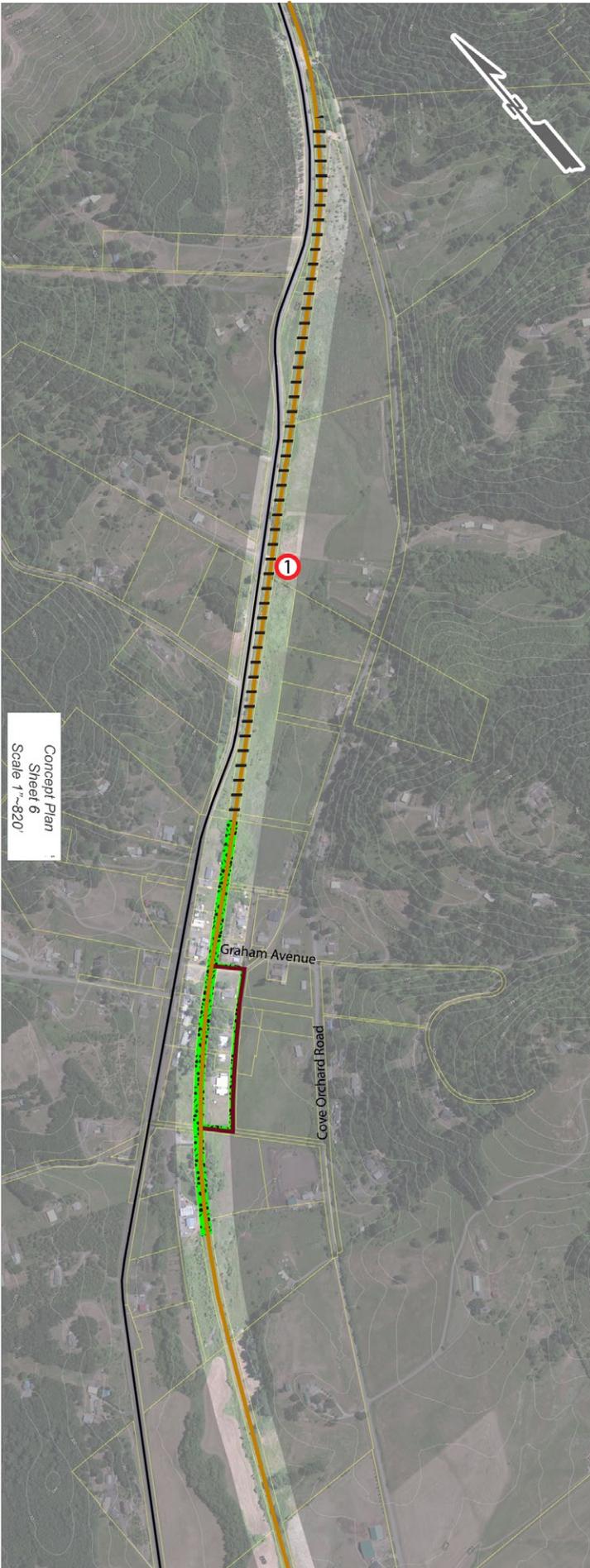
Sheet 6: Cove Orchard

-  Proposed trail
-  Property lines
-  Potential trail alignment alternative
-  Highway 47
-  Design Recommendations
-  Vegetative screen
-  Potential wetland area, may need elevated trail
 - Boardwalk, puncheon, or turnpike to elevate trail from wet area and allow for drainage

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Interpretive signage
 - locomotive burial site
 - low point & wetland



Concept Plan
 Sheet 6
 Scale 1"=820'

SOUTH OF GASTON *Sheet 7*

Halfway between Wapato School Road and Flett Road, the rail corridor crosses a small creek; a bridge will need to be installed at this point. (*Sheet 7 – Design Recommendation 1*)

The intersection of Flett Road and the rail line has the potential to be a dangerous intersection. The rail corridor crosses Flett Road approximately 35 feet east of the intersection of Flett Road and Highway 47. This could lead to issues with vehicles, particularly trucks, turning from the higher speeds of Highway 47 (speed limit of 55 mph) on to Flett Road and having less than 40 feet to stop. This intersection will need to be studied and engineered in a way to allow for safe passage of trail users while accommodating the safety and needs of motorists on Highway 47 and Flett Road. One option is to work with the landowners to the north of this intersection to see if it would be possible to move the trail intersection with Flett Road to the north anywhere from 20 to 100 feet. (*Sheet 7 – Design Recommendation 2*)

In areas where agriculture traffic must cross the trail, crossing gates could be installed (*see artist example of agriculture crossing on page 19*).

Yamhelas-Westsider Trail Concept Plan

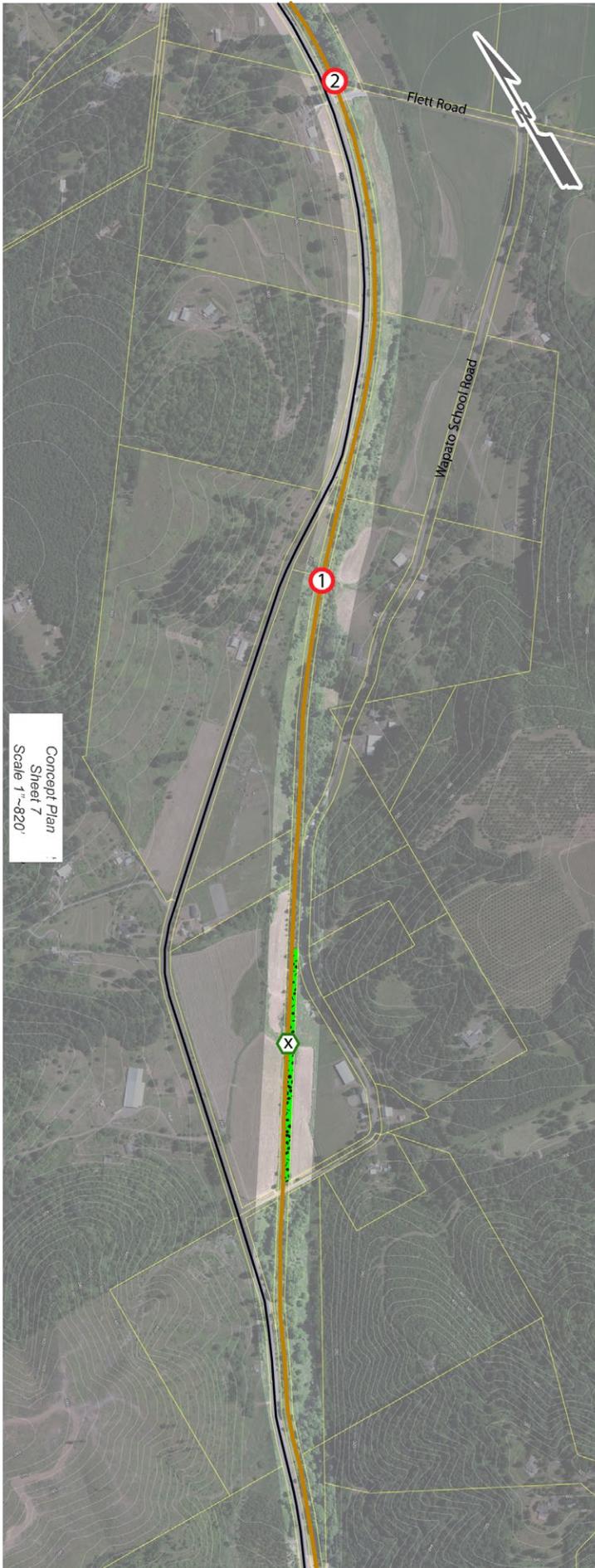
Sheet 7

-  Proposed trail
-  Property lines
-  Highway 47
-  Design Recommendations
-  Agriculture Crossing
-  Vegetative screen

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

- ① Creek crossing
- small bridge required
- ② Flett Road crossing
- study to design safe crossing



Concept Plan
Sheet 7
Scale 1" = 820'

SOUTH OF GASTON *Sheet 8*

Near the intersection of Fisher Road and Highway 47, the rail corridor has been purchased by the landowner. This is approximately 255 feet of right of way. Either an easement or purchase of this right of way will need to be made. Otherwise, the trail will need to be placed within the Highway 47 right-of-way corridor or the trail will need to be routed to the east (behind the landowner's residence) and on to the United States Fish and Wildlife Service's (USFWS) lands where a dike heading north could be utilized as the trail bed. The trail could rejoin the rail alignment around the intersection of Highway 47 and Goodin Creek Road on the USFWS lands. (*Sheet 8 – Design Recommendation 2*)

The USFWS lands directly across from Goodin Creek Road could also serve as a potential equestrian trailhead for the northern section of the rail trail. It is not recommended that this be developed until the need for such a facility is studied.

In areas where agriculture traffic must cross the trail, crossing gates could be installed (*see artist example of agriculture crossing on page 19*).

Yamhelas-Westsider Trail Concept Plan

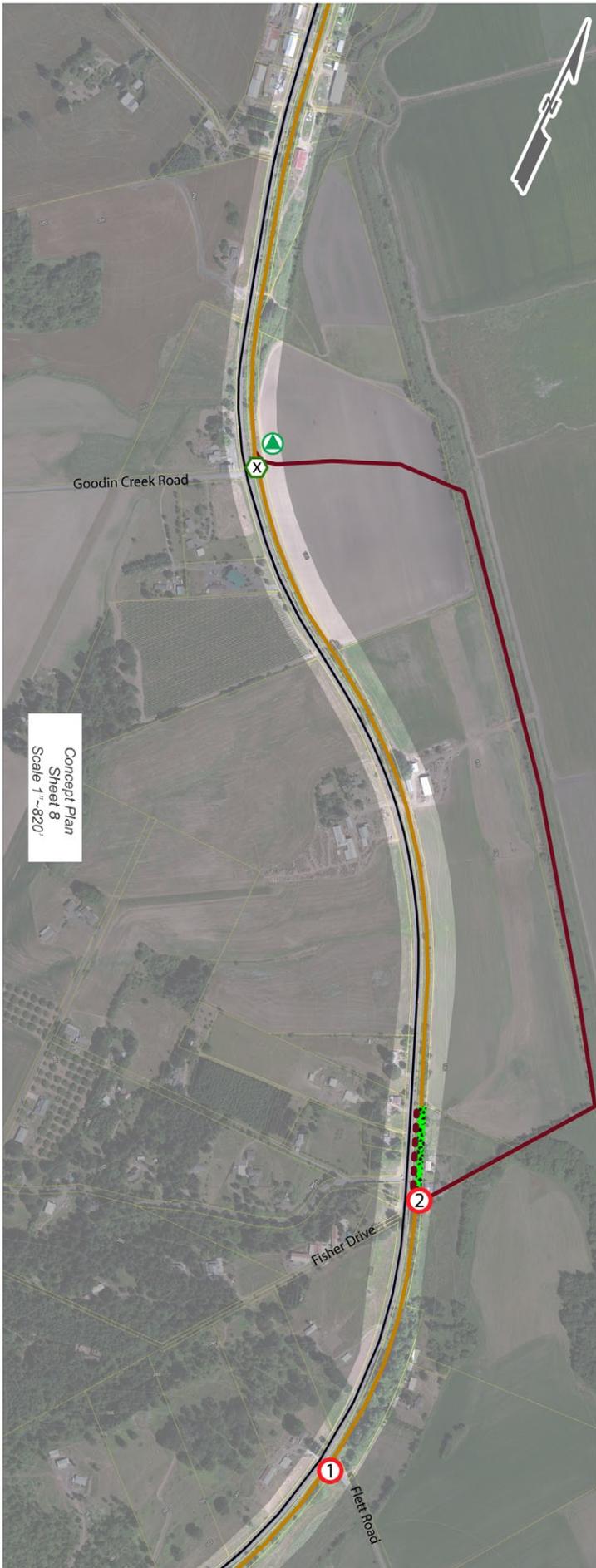
Sheet 8

-  Proposed trail
-  Property lines
-  Highway 47
-  Potential trail alignment alternative
-  Trailhead, proposed
-  Design Recommendations
-  Agriculture Crossing
-  Vegetative screen
-  Trail to hug highway 47 ROW with minimal trail ROW width. Easement or ODOT agreement needed.

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Potential USFWS Trailhead
 - Equestrian friendly
 - Restrooms, proposed
 - National Wildlife Refuge sign & map
-  Flett Road crossing
 - study to design safe crossing
-  Work with land owner to provide trail access or develop alternative trail alignment.



Concept Plan
 Sheet 8
 Scale 1"=820'

GASTON Sheet 9 and Gaston Detail

Gaston will serve as the northern trailhead for the Yamhelas Westsider Trail. The Gaston Trailhead can also serve as a trailhead and entrance for the USFWS Wapato Lake Unit, where several miles of trails on the old dikes are being studied for development. This trailhead will be located on the south end of Gaston close to the Yamhill and Washington County border. The trailhead could be developed on either side of the county line; however, it seems more practical to develop it on the Washington County side. The best location for the trailhead is at the intersection of the rail corridor and the access road to Wapato Lake (*Sheet 9 – Design Recommendation 2/ Proposed Gaston Trailhead*). It is recommended for the City of Gaston to work with Washington County on acquiring and developing the rail corridor for the trailhead. In addition, these two entities can work to develop an upgraded transit stop just north of the trailhead (see Gaston Detail).

There are currently unmarked and marked pedestrian crossing across Highway 47 due for major upgrades. This is to ensure the safe passage to the rail trail for Gaston residents and visitors alike. The most southern crossing of Highway 47 recommended for upgrade is at Olson Road (*Sheet 9 – Design Recommendation 1*). The other crossing is at Park Street (*Sheet 9 – Design Recommendation 4*). Both crossings should receive pedestrian triggered flashing lights in addition to striping and signage.

The City of Gaston would like to see the trail utilize Onion Lane (which would be dedicated for trail use only) in downtown Gaston rather than continue on the existing rail corridor. This is to allow for more parking and business opportunities in the commercial district. (*Sheet 9 and Gaston Detail*)

At the north end of town a bridge will need to be constructed over the Tualatin River.

An artist rendering of Park Street Crossing in Downtown Gaston.

The image below illustrates an enhanced streetscape in the commercial corridor of Gaston, along Highway 47. As well, it depicts Park Street Crossing. This new traffic stop light is envisioned to help pedestrian and kids cross Highway 47 safely. Bumpouts, striping, cross-walk lights, and vehicular setbacks help to ensure visibility of pedestrians. The current bus stop in the City of Gaston will be enhanced, and marked. Sidewalks and swales will be added along Highway 47 to help connect residents and visitors alike to many amenities such as the Yamhelas Westsider Trail, Parking, Businesses, and Wildlife Access areas.



Yamhelas-Westsider Trail Concept Plan

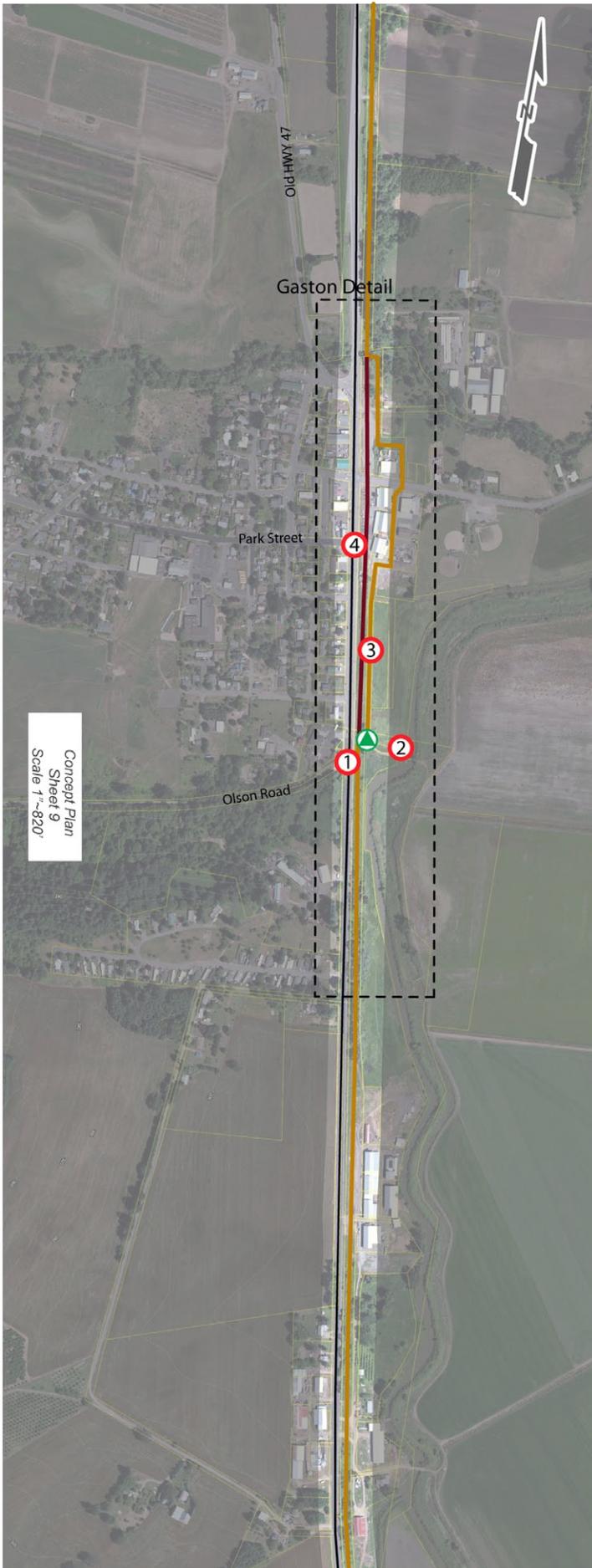
Sheet 9: Gaston

-  Proposed trail
-  Property lines
-  Highway 47
-  Potential trail route alternative
-  Trailhead, proposed
-  Design Recommendations
-  Gaston commercial district - detail page 47

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Proposed Gaston Trailhead
 - Proposed Restrooms
 - Informational signage
 - Picnic area
-  Olson Road crossing
 - Pedestrian access across HWY 47 to trail
 - signage
 - striping
 - pedestrian activated flashing lights
-  Access point to US Fish & Wildlife Wapato Lake National Wildlife Refuge
-  Parking
-  Park Street crossing
 - Pedestrian access across HWY 47 to trail
 - signage
 - striping
 - pedestrian activated flashing lights
 - proposed traffic light



Concept Plan
 Sheet 9
 Scale 1"=820'

NORTH OF GASTON *Sheet 10*

Currently the rail abandonment ends at Scoggins Creek. On the other side of the creek, the abandoned corridor merges with an active rail line that heads north towards Forest Grove, and west to the Stimson Mill (paralleling Scoggins Valley Road). It is not recommended to have a trailhead at this location, as there is one slated within Gaston city-limits itself. In addition, if the active line heading north becomes inactive, a connection can easily be made to Forest Grove, where the next likely trailhead would be located. The other option in making a connection to Forest Grove would be to move the trail into the right-of-way along Highway 47, and utilize the road corridor as the connection to the existing trail systems in Forest Grove.

In areas where agriculture traffic must cross the trail, crossing gates could be installed (*see artist example of agriculture crossing on page 19*).

Yamhelas-Westsider Trail Concept Plan

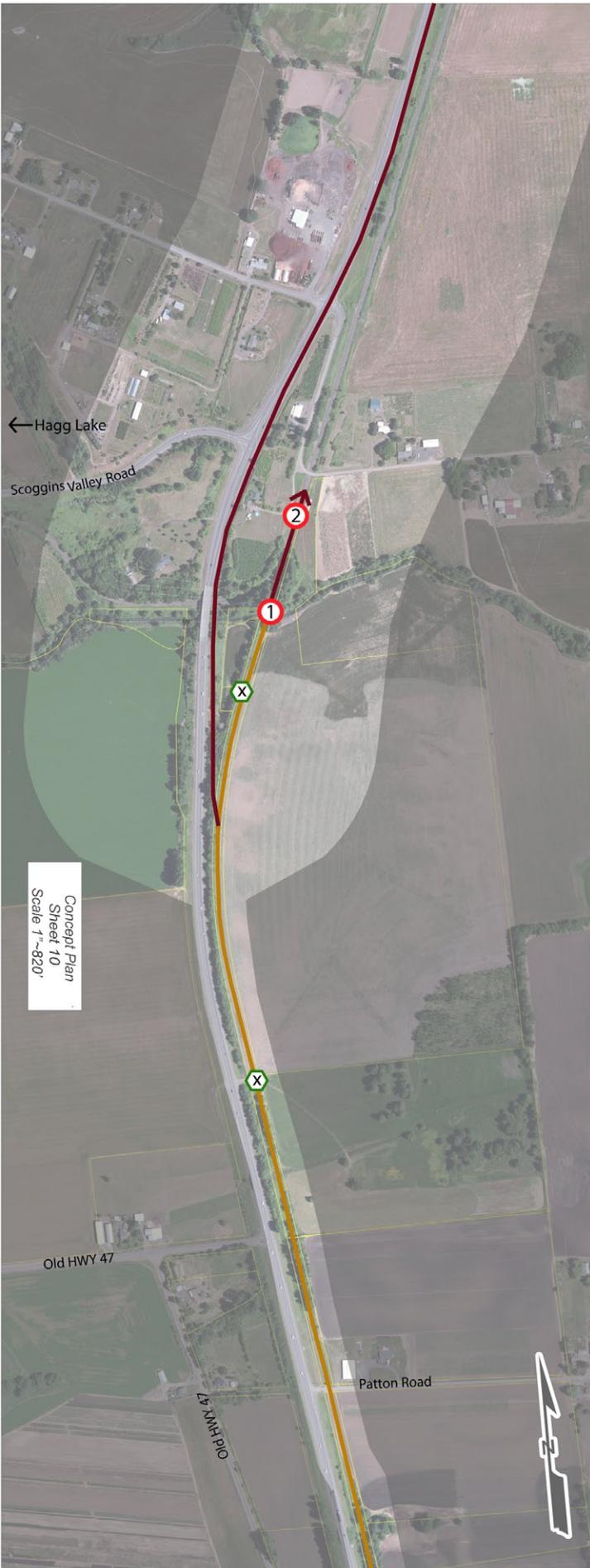
Sheet 10

-  Proposed trail
-  Property lines
-  Highway 47
-  Potential trail extension
alternative to Forest Grove
- along Highway 47 shoulder
& right-of-way
-  Design Recommendations
-  Agriculture Crossing

***The highlighted portion only represents the 150' mark on either side of the proposed trail. The highlighting is only used to focus attention on the ROW, which typically is 60' but varies in places. In no way does the highlighting delineate land ownership or proposed design.

Notes

-  Scoggins Creek
- End of current rail abandonment
-  Work with railroad to acquire corridor once abandoned or establish a rail with trail.



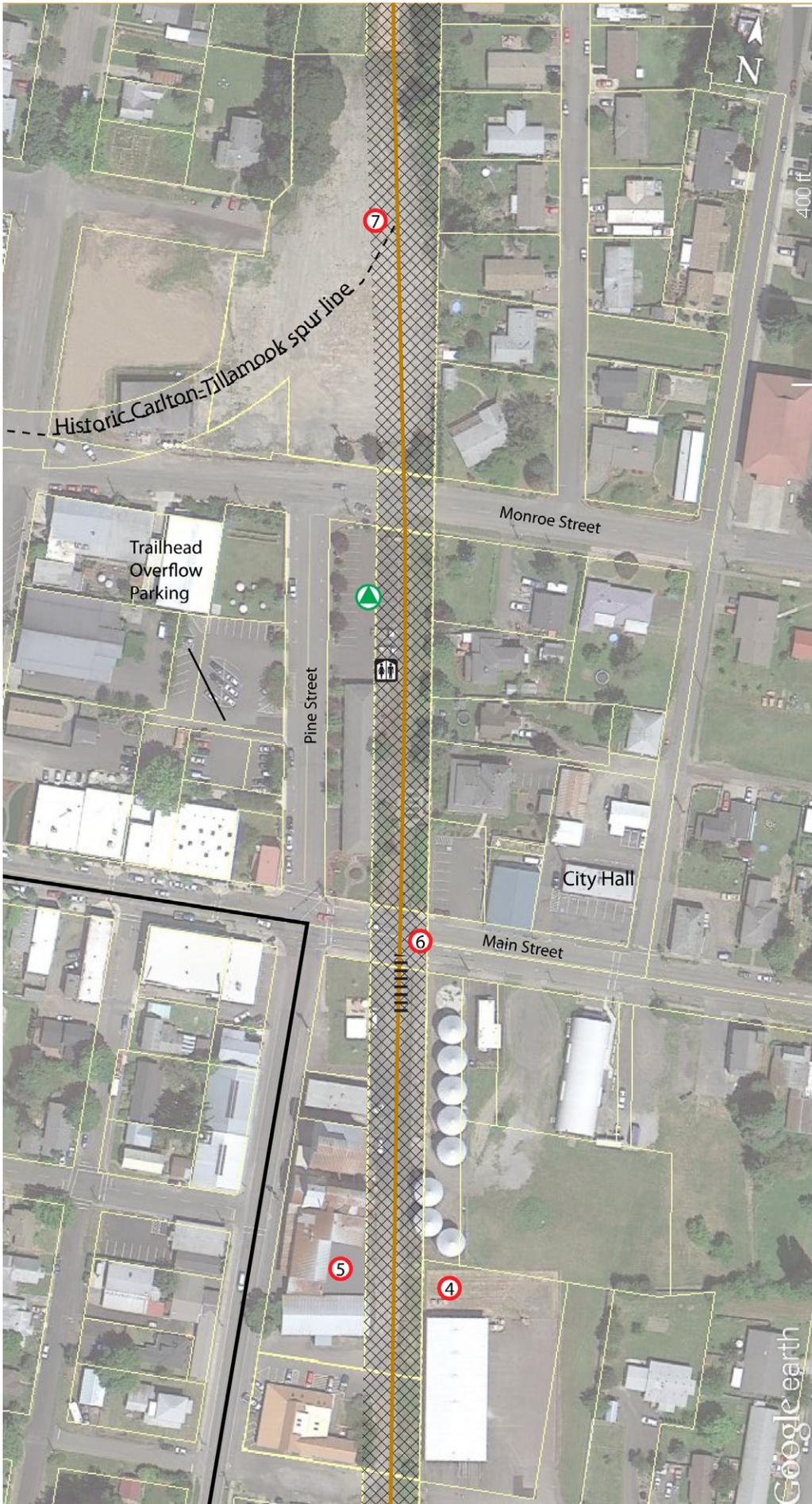
Concept Plan
 Sheet 10
 Scale 1" = 820'

Carlton Detail

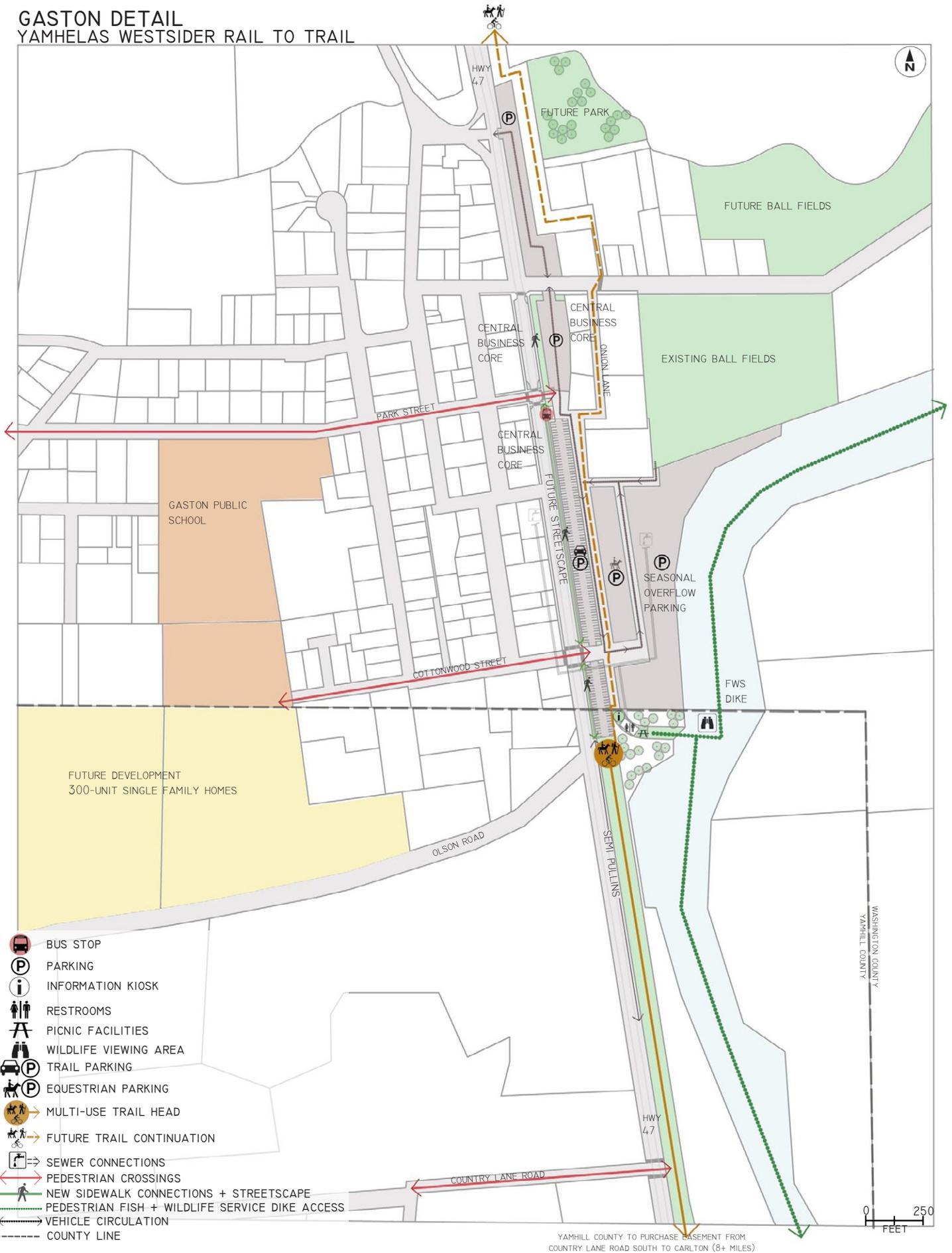
-  Proposed trail
-  Property lines
-  Highway 47
-  Trailhead, proposed
-  Design Recommendations

Notes

-  Carlton Trailhead
 - Paved lot, existing
 - Restrooms, proposed
 - Water fountains, proposed
 - Carlton sign & map
-  Horse Corral
-  Interpretive signage
 - Madsen grain elevator
-  East Main Street crossing
 - signage
 - striping
 - pedestrian activated flashing lights
 - removable bollards
-  Interpretive Signage
 - historical spur
-  Commercial district corridor
 - Lighting
 - Benches
 - Potential increased width
 - Potential alternate surfacing
 - Increased landscaping
 - Screening, vegetative & constructed



GASTON DETAIL YAMHELAS WESTSIDER RAIL TO TRAIL



YAMHILL COUNTY TO PURCHASE BASEMENT FROM COUNTRY LANE ROAD SOUTH TO CARLTON (8+ MILES)

MANAGEMENT and MAINTENANCE

YAMHILL COUNTY'S ROLE

Yamhill County's role in the development of the Yamhelas Westsider Trail is to work directly with their project partners in developing right-of-way into a multi-modal transportation corridor. The county actively supports the project by providing staff and elected officials in the support of: grant writing, project management, technical assistance, project development, implementation, on-going maintenance and other key support roles to the activities of the Friends of the Yamhelas Westsider Trail.

FRIENDS OF THE YAMHELAS WESTSIDER ROLE

The Friends of the Yamhelas Westsider Trail, a 501(c)3 non-profit, is the county's main project partner. The Friends are responsible for public outreach, marketing, fundraising and maintenance both before and after the corridor is complete. The Friends of the Yamhelas Westsider Trail initiated a partnership with the county in 2012 in order to access transportation grant funding through state and federal sources. With an active board and membership base, the group will continue to lead the trail's development efforts in partnership with both the local governments and the greater Yamhill-Carlton community.

MOU for MAINTENANCE

Yamhill County is committed to assisting with regular routine maintenance such as mowing and landscaping, clearing debris and vegetation, and minor trail surface repairs. The Friends of the Yamhelas Westsider Trail have committed to participate in on-going maintenance and improvements of the trail in partnership with Yamhill County. As well, the Friends of the Yamhelas Westsider Trail have committed to any other maintenance not covered by Yamhill County utilizing local resources in the form of volunteers and in-kind donations. These commitments are to be spelled out in greater detail through a Memorandum of Understanding (MOU) that is in the process of being drafted. It is estimated that there will be a comprehensive trail maintenance cost of \$1,500 per mile each year, which for a 12-mile asphalt trail, at ten to twelve-foot wide, would be estimated at approximately \$18,000 per year.

EMERGENCY SERVICES

Police, Fire and Medical were all involved in the concept design planning process.

During the design workshops it was decided to strategically place removable bollards at major trail/ street intersections for emergency access to the trail. A contingency plan is in place for the County to utilize the trail as an emergency corridor if the roads are closed due to an earthquake or other natural disaster.

IMPLEMENTATION

PHASING

The Yamhelas Westsider Trail will be developed in phases over time and largely dependent upon available funding. It is the goal of the county and the Friends of the Yamhelas Westsider Trail to develop the corridor to meet all federal, state and local standards and requirements, to ensure the safety of all users and the long-term sustainability of the trail. Upon completion of the acquisition phase, the project will be developed as funding is granted. Critical areas for development will be the principle areas of focus including but not limited to: stream crossings, heavily trafficked intersections, dangerous crossings, and sections of critical connections to education and economic centers.

Phase One of the project is the initial acquisition of the corridor. This phase will entail the purchase of approximately 12-miles of a right of way corridor. This section will be purchased with funds awarded through the Federal Highways Administration's Transportation Enhance grant administered by the Oregon Department of Transportation (ODOT) Transportation Alternatives Program, the Oregon Parks and Recreation Department's Local Government Grant Program, Yamhill County funds and Friends of the Yamhelas Westsider Trail funds. There are also two land donations for the project that are located in the downtown core of Carlton. The total acquisition of the corridor will not be completed during this phase; however, Yamhill County and the project partners will continue to work towards the acquisition of the entire corridor.

Phase Two of the project will focus on the development of the trail between the rural cities of Yamhill and Carlton. Connecting these two communities directly addresses the major safety concerns related to transportation and commuting along Highway 47. This section is approximately three miles long and has three stream crossings. In August 2016, Yamhill County was awarded a grant through the Connect Oregon VI Grant Program, funded by Oregon State Lottery. This successful grant application will initiate the trail's development with the planning, design and engineering of all three stream crossings, as well as the construction of the largest bridge over Stag Hollow Creek. Once these bridges are complete, a rugged continuous path between Yamhill and Carlton will be established. Completion of this section will include the entire build-out of the trail to comply with federal multipurpose transportation corridor standards.

Phase Three will consist of continued development of the trail to the north of Yamhill and south of Carlton. These phases are approximations and the county and project partners will utilize federal, state and local resources to ensure that the project is developed in compliance with all applicable policies, regulations, rules and statutes.

FUNDING

The initiation of this project began with the successful grant application to the Oregon Statewide Transportation Improvement Program's (STIP) Transportation Enhancement Program, which is funded by the Federal Highways Administration. The project was awarded a total of \$1.7 million with a total project budget of approximately \$1.9 million. Both Yamhill County and the Friends of the Yamhelas Westsider Trail provided a cash match for this grant. The grant funded the initial planning, preliminary engineering, NEPA Categorical Exclusion process, right-of-way services and future acquisition of approximately 8.4 miles of railroad right-of-way. The majority of the corridor is owned by the Union Pacific Railroad Company and all purchased parcels will be bought directly from the company. The Oregon Parks and Recreation Department awarded the project a grant for \$126,000 for acquisition in 2014. All available funding will be used to purchase the corridor in spring/summer of 2017.

In August 2016 the project was awarded \$1,102,186 by the Connect Oregon VI State Lottery grant program. This grant will fund the planning, design and engineering of three stream crossings and the construction of the Stag Hollow Creek Bridge. Yamhill County and the Friends of the Yamhelas Westsider Trail will continue to pursue grants at the federal, state and local level, including foundations. The partnership of the private and public entities allows for the project to be funded by a variety of sources beyond traditional government funding pathways. The non-profit group also solicits direct donations from the public as well as organized strategic fundraising campaigns.

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IMAGE CITATIONS

Mountainous Country-Side Near Gaston Oregon (page 8)

Image found at: <<https://www.winebags.com/wp-content/uploads/2015/11/elkcove600.jpg>>

Willamette Valley (page 9)

Image found at: <<https://yamhillvineyardsbb.com/area.h46.jpg>>

Yamhill County Vineyards and Natural Landscape (page 9)

Image found at: <http://www.yamhillvalleywines.com/pub/photo/thumb/trisaetum_vine_harvest_08_cropto_700x360.jpg>

Tualatin Watershed Natural Habitat (page 9)

Image found at: <[https://www.fws.gov/uploadedImages/Region_1/NWRS/Zone_2/Tualatin_River_Complex/Tualatin_River/Images/IMG_5703\(1\).JPG](https://www.fws.gov/uploadedImages/Region_1/NWRS/Zone_2/Tualatin_River_Complex/Tualatin_River/Images/IMG_5703(1).JPG)>

Tualatin River National Wildlife Refuge (page 9)

Image found at: <https://upload.wikimedia.org/wikipedia/commons/0/0f/Tualatin_River_National_Wildlife_Refuge_pond_in_fall.JPG>

Doug Fir Tree (page 10)

Image found at: <<https://www.pinterest.com/explore/douglas-fir-tree/>>

Wapato Flower (page 10)

Image found at: <<http://3.bp.blogspot.com/-LgCSp3d7fDo/UNAz-NMp4iI/AAAAAAAAAyM/z1LLJ7VPNEM/s1600/DSCN7489.JPG>>

Townsend Big Eared Bat (page 10)

Image found at: <<https://www.nps.gov/chis/learn/nature/townsend-bats.htm>>

Great Blue Heron (page 10)

Image found at: <<http://dunescenter.org/wp/wp-content/uploads/2015/01/great-blue-heron-in-water.jpg>>

Western Meadowlark (page 10)

Image found at: <<http://greglasley.com/images/W/Western-Meadowlark-0020.jpg>>

Historic Train Depot (page 13)

Image found at: <<https://mac100yearsago.files.wordpress.com/2012/05/rr-depot.jpg>>

Agriculture Equipment on the Road (page 17)

Image found at: <<http://www.farmsafety4kids.net/uploads/4/8/3/3/48337231/211243372.jpg>>

Trails for Health (page 17)

Image found at: <<http://www.railstotrails.org/media/40579/benefits-health.jpg>>

Bicyclist on Shoulder of Road (page 17)

Image found at: <https://www.transportation.gov/sites/dot.gov/files/docs/RSA4_0.jpg>

Multimodal Trail Sculpture Example (Page 18)

Image found at: <http://www.essexheritage.org/sites/default/files/styles/news_event_full/public/field/image/geordie_vining_bicycling_the_clipper_city_rail_trail.jpg?itok=quy4ajVX>

Multimodal Trail Art Example (page 18)

Image found at: <http://www.visitiowa.org/uploads/images/wl-640xhl-480xq-95~SubImage01_1302960.jpg>

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The Friends of the Yamhelas Westsider Trail and the National Park Service: Rivers, Trails, Conservation Assistance Program (RTCA) would also like to thank all the individuals who participated in the design workshop, community members who provided feedback via the online survey, and citizens who took the time to attend and provide input at any of the public meetings.

APPENDIX

YAMHELAS WESTSIDER TRAIL

Community Profile
Community Survey
Community Survey Results

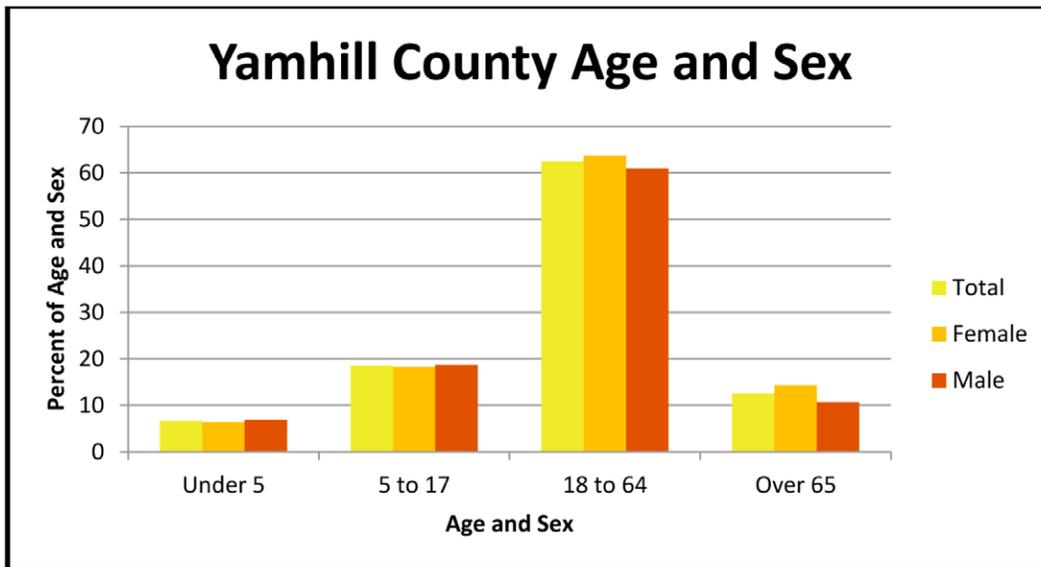
PAGE II-V
PAGE VI-XV
PAGE XVI-XVII

Yamhill County Community Profile

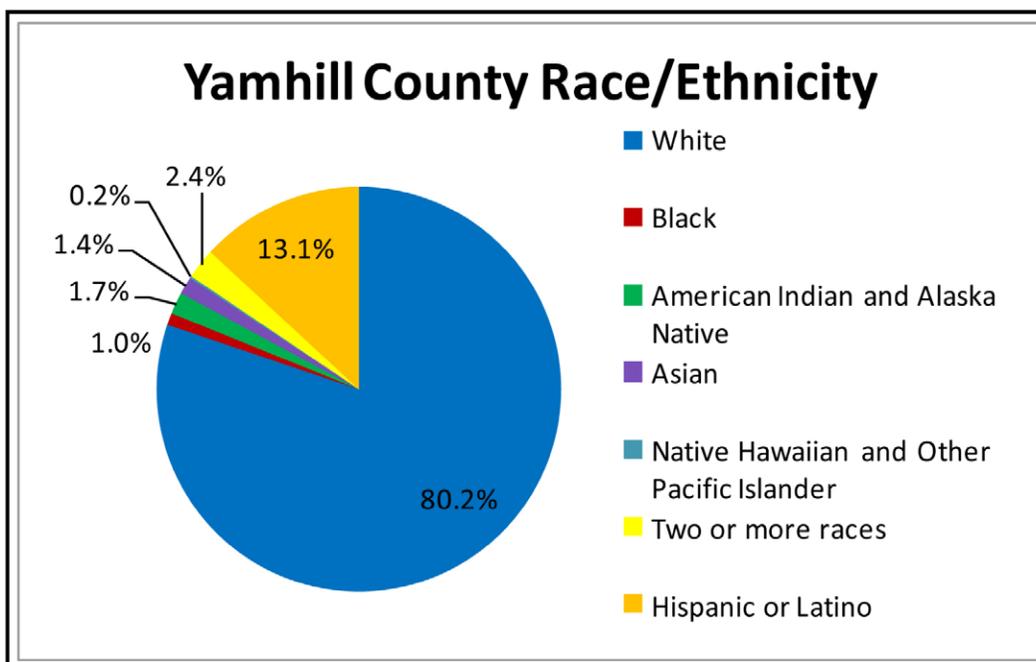
This data was selected from the Yamhill County Community Health Assessment to inform the design process of the Yamhelas-Westsider Trail Charrette on November 14, 2015.

Demographics

Source: Community Health Assessment
Yamhill County, Oregon
2013



Source: American Community Survey, 2005-2009

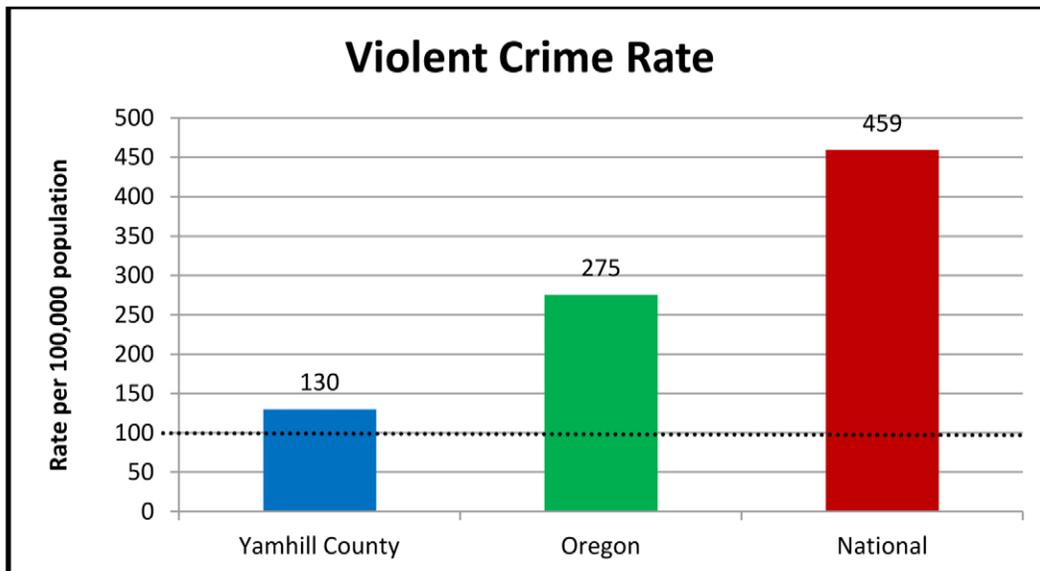


Source: U.S. Census Bureau, 2010

Safety

Source: Community Health Assessment
Yamhill County, Oregon
2013

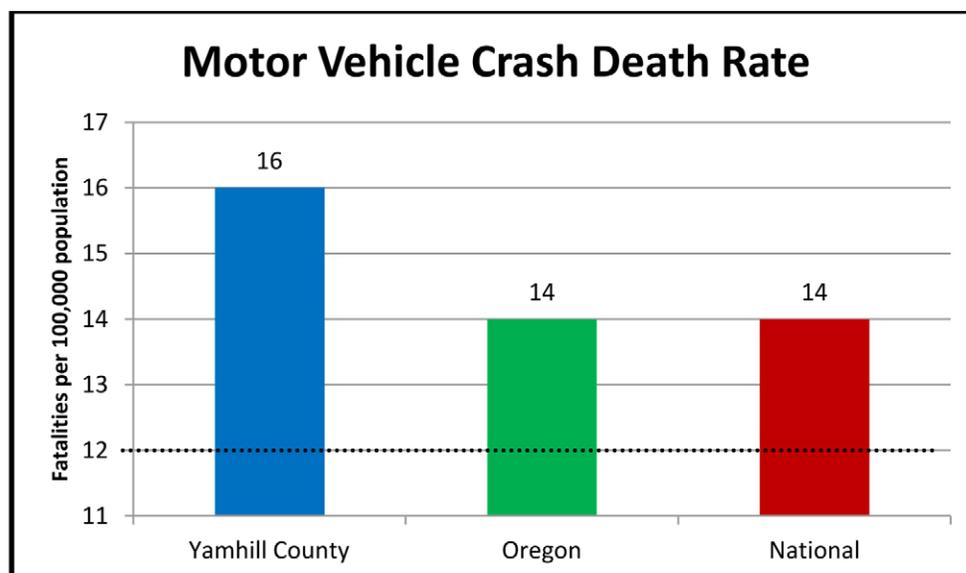
High levels of violent crime compromise physical safety and psychological well-being. Crime rates can also deter residents from pursuing healthy behaviors such as exercising out-of-doors.



Target:
100
2006-2008
County Health Rankings

Source: Criminal Justice Information Services, 2008

According to the Centers for Disease Control and Prevention (CDC), motor vehicle crashes are a leading cause of death in the United States. Injuries from motor vehicle accidents are also burdening our emergency departments where more than 2.3 million adult drivers and passengers were treated for injuries in 2009 (CDC).



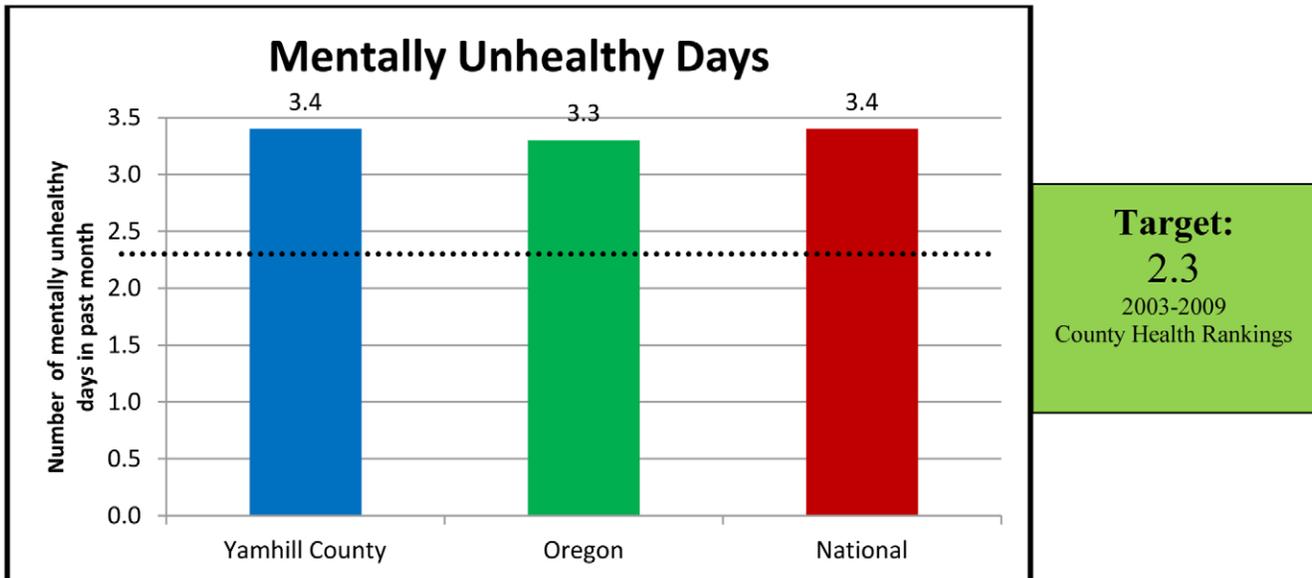
Target:
12
2001-2007
County Health Rankings

Sources: National Vital Statistics System, 2001-2007; Fatality Analysis Reporting System, 2000-2007

Physical & Mental Health

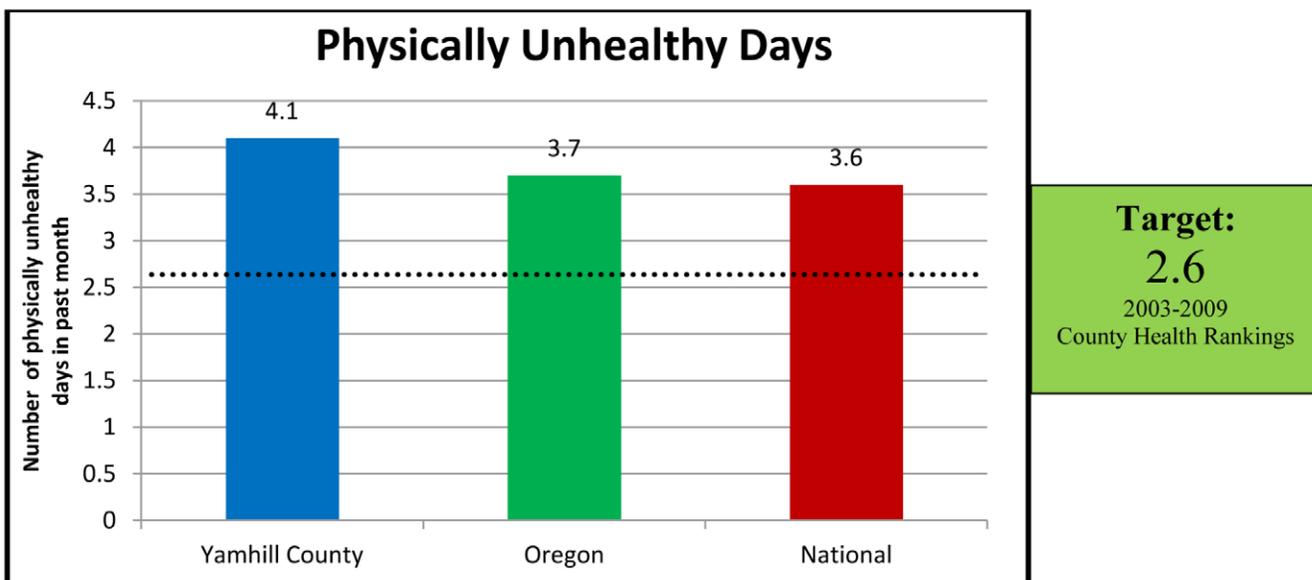
Source: Community Health Assessment
Yamhill County, Oregon
2013

Overall health depends on both physical and mental well-being. Measuring the number of days when people report that their mental health was not good represents an important facet of health-related quality of life. The County Health Rankings considers health-related quality of life to be an important health outcome.



Source: Behavioral Risk Factor Surveillance System, 2003-2009

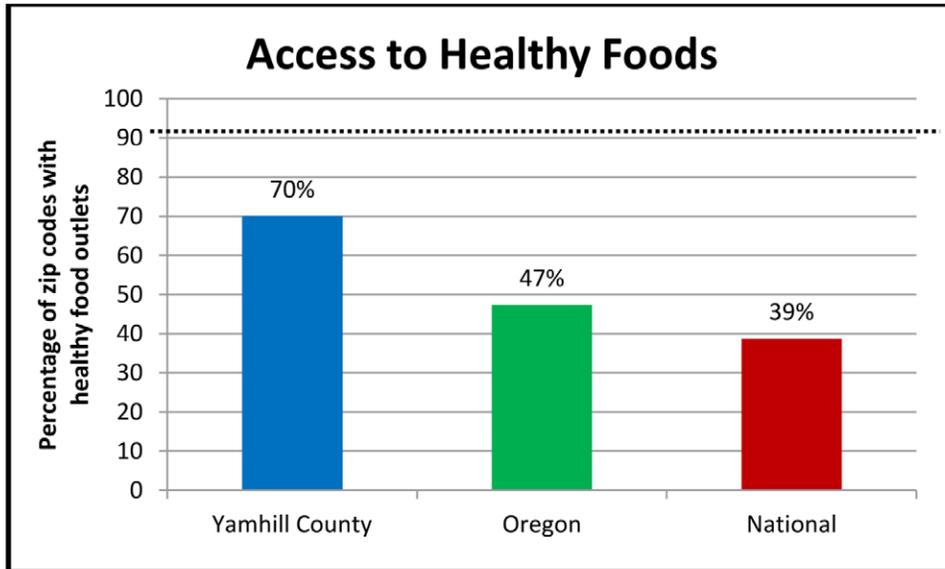
In addition to measuring how long people live, it is also important to include measures of how healthy people are while alive. The County Health Rankings considers people's reports of days when their physical health was not good a reliable estimate of their recent health.



Source: Behavioral Risk Factor Surveillance System, 2003-2009

Accessibility

Source: *Community Health Assessment
Yamhill County, Oregon
2013*

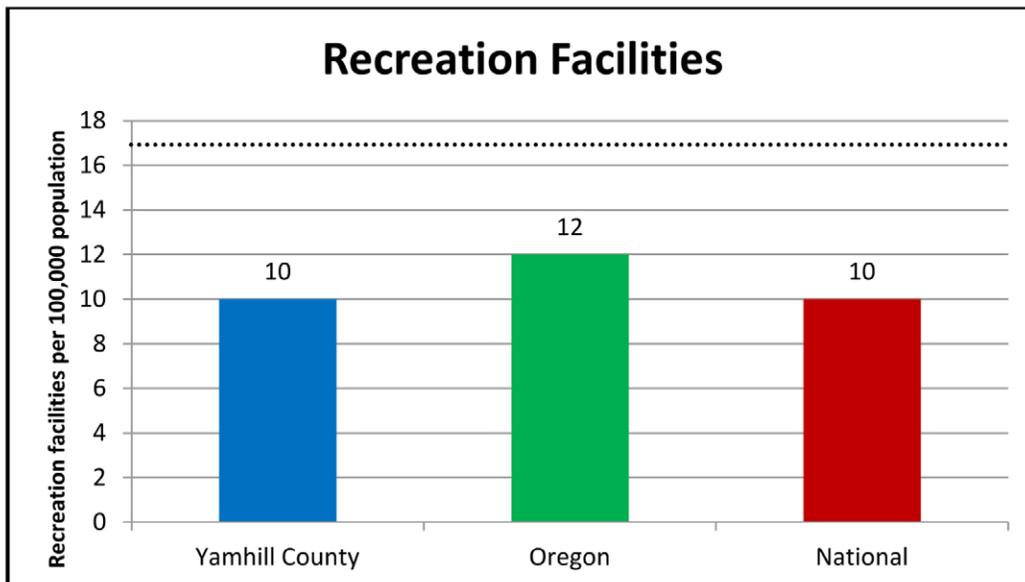


Target:
92%
2008
County Health Rankings

A link has been established between the consumption of healthy food and overall health outcomes.

Source: *Health Indicators Warehouse, 2006*

The availability of recreational facilities can influence individuals' and communities' choices to engage in physical activity. Proximity to places with recreational opportunities is associated with higher physical activity levels, which in turn is associated with lower rates of adverse health outcomes associated with poor diet, lack of physical activity, and obesity.



Target:
17
2008
County Health Rankings

Source: *County Business Patterns, 2008*

COMMUNITY SURVEY

Yamhelas Westsider Rail-Trail

1. Welcome!

Welcome to the Yamhelas Westsider Rail-Trail Questionnaire!

Friends of the Yamhelas Westsider trail are conducting this community survey to better understand the needs and desires of the community. We'd like you to take about 5 to 10 minutes to answer some questions that will help the people who are planning the Yamhelas Westsider Trail. Your answers will help us create the best possible trail and give us an idea of the opportunities and concerns that you might have. We will try our best to use your input in designing the project.

We know your time is important and we appreciate you taking some of it to help guide us in developing the Yamhelas Westsider Trail.



2. What is the Yamhelas Westsider Trail?

We'd like to give you some important information before we ask you any questions so that you are better informed.

The Yamhelas Westsider Trail is the non-motorized recreational trail to be built in phases along the abandoned Union Pacific Railroad right of way starting south of Carlton and continuing North through Gaston. This multi-use trail will be handicap access open to hikers, bicyclists and equestrians. The trail will be built in phases and Funding has been made for the first phase. This survey is designed to gain information for comprehensive planning so the trails completion best matches the vision and expectations of all who will be using and or living near the trail.

The Yamhelas Westsider Trail will convert the historic Westsider rail line into a 17-mile multi-use recreational trail running from just north of Highway 99W at Gun Club Road to just north of Gaston. It will link up with the State Highway Bicycle Trail to Forest Grove and Henry Hagg Lake. The railway grade is gradual and will provide recreational opportunities for walkers, hikers, runners, bicyclist, and horseback riders. Access is readily available from the county roads it crosses and nearby Highway 47. The route has magnificent vistas of the Coastal Range and passes many Century Farms. The cities of Carlton, Yamhill and Gaston, situated along the trail, will provide opportunities for shopping, dining and wine tasting.

Yamhelas, comes from the name of the Native Americans who lived in this area. Westsider, was the nickname of the rail line when it was constructed in the 1870's along the west side of the Willamette Valley. Yamhelas Westsider Trail, was chosen to reflect the heritage and embody the new use for this historic corridor.

3. How Did This Effort Get Started?

Yamhelas Westsider Rail-Trail

The Friends of the Yamhelas Westsider Trail started from a chance meeting of Lyell Gardner And Ken Wright on the Main street of Carlton in the spring of 2012. Lyell threw out the idea of converting the abandon railroad to a trail suggesting that it be organized under the 501c (3) of Northwest Oregon Resource Conservation & Development Council, Inc., an organization Lyell directs. The idea took flight from there gaining community, local and state government support. Funding has come from private community contributions. a\$1.4 million grant through ODOT with a 10% match from Yamhill County. Future funding is seen coming from more grants, private individual contributions/donations and pro bono contributions. Current and future funds will be used to help Yamhill County complete the purchase of the remainder of the abandoned Right of Way from Union Pacific, trail development, and promote community involvement, awareness and support.



4. Who Is Involved In The Planning & How Long Will It Take?

Yamhelas Westsider Rail-Trail

The Friends of the Yamhelas Westsider Trail are leading the planning and development of the trail. The Friends are actively working with Yamhill County, City of Carlton,...

The Friends and Yamhill County recently applied for a technical assistance grant from the National Park Service's Rivers, Trails and Conservation Assistance Program (www.nps.gov/rtca) to help the Friends and partners go through a public collaborative planning process for the trail.

The process began with an ongoing inventory of the publicly owned rail corridor that will determine the width of corridor, etc. Friends of Yamhelas Westsider are conducting this community survey to better understand the needs and desires of the community.

The project team consists of the Friends of the Yamhelas Westsider Trail, Yamhill County, City of Carlton and ??? will analyze the data gathered from the inventory, the community input, and then develop the trail plan accordingly. In order to allow for a comprehensive inventory and for the public to provide input to the project, the process will probably take between 12 and 20 months before a trail plan has been completed. After this time, monies through grants and private donations will be secured to construct the trail.

5. Will Private Property Rights Be Infringed Upon?

NO. Only land that is publicly owned or that has a public easement across it will be utilized for the trail corridor.

6. Who Will Develop The Trail & Maintain It?

Options for construction and maintenance will be analyzed in the master planning process. One of these is the creation of a public/private partnership to be responsible for the trail maintenance. Monies for construction will most likely come through state, federal and private funding sources (grants).

7. A Little About You

We'd like to know a little about you. This will help us better understand who is likely to be using the trail and for what purpose. Don't worry, we won't be asking any personal questions.

Yamhelas Westsider Rail-Trail

*1. Where are you from?

- Yamhill
- Carlton
- Gaston
- McMinnville
- Forest Grove
- Lafayette
- Dundee
- Willamina
- Dayton
- Newberg
- Cornelius
- Hillsboro
- Portland
- Unincorporated Yamhill County

Other (please specify)

2. How old are you?

- 17 or under
- 18-25
- 26-35
- 36-45
- 45-55
- 56-65
- 66-80
- 81 or older

8. Use of Trail

The next questions are about how you envision using the Yamhelas Westsider Trail

Yamhelas Westsider Rail-Trail

1. What type of activities would you or your family like to do on the Yamhelas Westsider Trail? Mark as many responses as apply

- Walk/Hike for Fun/Exercise
- Walk/Hike/Bike to Commute/Go To School/Run Errands
- Jog/Run
- Bike
- Rollerblade/Roller Skate
- Skate Board/Scooter (non-motorized)
- Sight-see
- View Wildlife/Nature
- Get Exercise
- School Field Trips/Environmental Education
- Pet Walking
- Ride Horses

Other (please specify)

2. Which activity would you do the most on the trail (preferred means of using the trail)? You can select only one.

- Walk/Hike for Fun/Exercise
- Walk/Hike/Bike to Commute/Go To School/Run Errands
- Jog/Run
- Bike for Fun/Exercise
- Rollerblade/Roller Skate
- Skate Board/Scooter (non-motorized)
- Sight-see
- View Wildlife/Nature
- Get Exercise
- School Field Trips/Environmental Education
- Pet Walking
- Ride Horses

Other (please specify)

Yamhelas Westsider Rail-Trail

3. Are there any activities you think should not be allowed on the walkway? Mark as many as apply

- Walkers/Hikers
- Joggers/Runners
- Bikers
- Rollerbladers/Roller Skaters
- Skate Boarders/Scooters (non-motorized)
- Pet Walkers
- Equestrians
- No - all activities are fine
- Don't know/care

Other (please specify)

4. How often would you envision using the trail? Check the answer that best applies

- Never
- Once or twice a year
- Once a month
- Once a week
- 2-3 times a week
- Daily

5. How do you feel about the Yamhelas Westsider Trail project?

- Very Excited - Think it is a great idea.
- Excited - A good idea.
- Somewhat Excited - Have some reservations about it.
- Opposed - Don't like the idea of a trail within the publicly owned rail corridor.
- Don't Know/Don't Care

9. Opportunities

We'd like to find out about the potential opportunities of the trail.

Yamhelas Westsider Rail-Trail

1. What are the opportunities you see as the Yamhelas Westsider gets developed? Feel free to tell us about interpretive, business, educational, or any other opportunity you see when you think of a trail like this being developed. Please type in your comments below.

10. Concerns

Do you see any potential challenges to developing the trail?

1. If you have any concerns about the development of the trail or see some potential pitfalls, please take a moment to tell us about them. Please enter them by typing in the box below.

11. Trail Amenities

Now we'd like to know what are the important amenities for you when using a trail like the Yamhelas Westsider Trail.

Yamhelas Westsider Rail-Trail

1. Please answer how important the following trail amenities are to you.

	Very Important	Important	Somewhat Important	Not Important	Don't Know/Don't Care
Trail surface (paved, gravel, etc.)	<input type="radio"/>				
ADA (Disability) accessible	<input type="radio"/>				
Parking at or near the trailhead	<input type="radio"/>				
Garbage cans	<input type="radio"/>				
Restrooms	<input type="radio"/>				
Map(s) on display	<input type="radio"/>				
Interpretive signs (history, natural environment, etc.)	<input type="radio"/>				
Water fountains	<input type="radio"/>				
Bike Racks	<input type="radio"/>				
Lighting for dusk/dark	<input type="radio"/>				
Benches	<input type="radio"/>				
Tables	<input type="radio"/>				
Equestrian Friendly Parking and Trailheads/Access	<input type="radio"/>				

Other (please specify)

2. Which type of trail surface would you prefer?

- Paved
- Gravel/crushed rock
- Dual surface - paved trail with a 3-4 foot parallel dirt track for runners & horses
- Don't know/Don't Care

Other (please specify)

12. Do you own a business near or along the trail corridor?

* 1. Do you own a business near or along the proposed Yamhelas Westsider Trail's corridor?

- Yes
- No
- Don't know/not sure

Yamhelas Westsider Rail-Trail

13. Opportunities, Impacts, or Concerns about the Trail from a business point of view

1. Please tell us if you see any opportunities, impacts, or concerns to your business if the Yamhelas Westsider Trail is developed. Feel free to tell us anything you'd like about how the trail, trail's website, signs, etc. could be developed to better support your business.

14. Do you live or own property along the trail?

1. Do you live or own property near or adjacent to the proposed Westsider Yamhill Trail's corridor?

- Yes
- No
- Don't know/not sure

15. Property Owners

*** 1. Do you live immediately adjacent to the proposed trail corridor?**

- Yes - I live immediately adjacent to the trail's corridor
- Sort of - I live within sight of the trail's corridor
- No - not close at all.
- Don't know/not sure

16.

1. Tell us about opportunities you see with the trail development. Let us know if you have any questions or concerns about the trail. Are there any design measures that we could work into the trail plan that would help your concerns such as signage, visual screening (plantings, fences, etc.)? Tell us anything else you would like about the trail and how it might impact your property.

17. Would You Like To Be A Supporter For The Trail

Yamhelas Westsider Rail-Trail

We are wondering if you would like to be a supporter of the trail.

1. If you would like to become a supporter of the Yamhelas Westsider Trail, please provide your contact information below. We would prefer to contact you via email but we recognize that you might prefer a different form. If so, provide your phone or mailing address.

We will use this distribution list to provide you with information about the trail planning effort and other trail development activities.

Name:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
State:	<input type="text"/>
ZIP:	<input type="text"/>
Email Address:	<input type="text"/>
Phone Number:	<input type="text"/>

18. Thank You!

Thank you so much for taking the time to provide input to the Yamhelas Westsider Trail effort. We truly appreciate your responses which will help to guide us in our efforts.

Again, thank you.

If you have further questions about the Yamhelas Westsider Trail, you can go to www.yamhelaswestsidertrail.com or contact Brett Henry with Yamhill County Parks. Email henryb@co.yamhill.or.us or call 503-434-7463



Community Survey Results

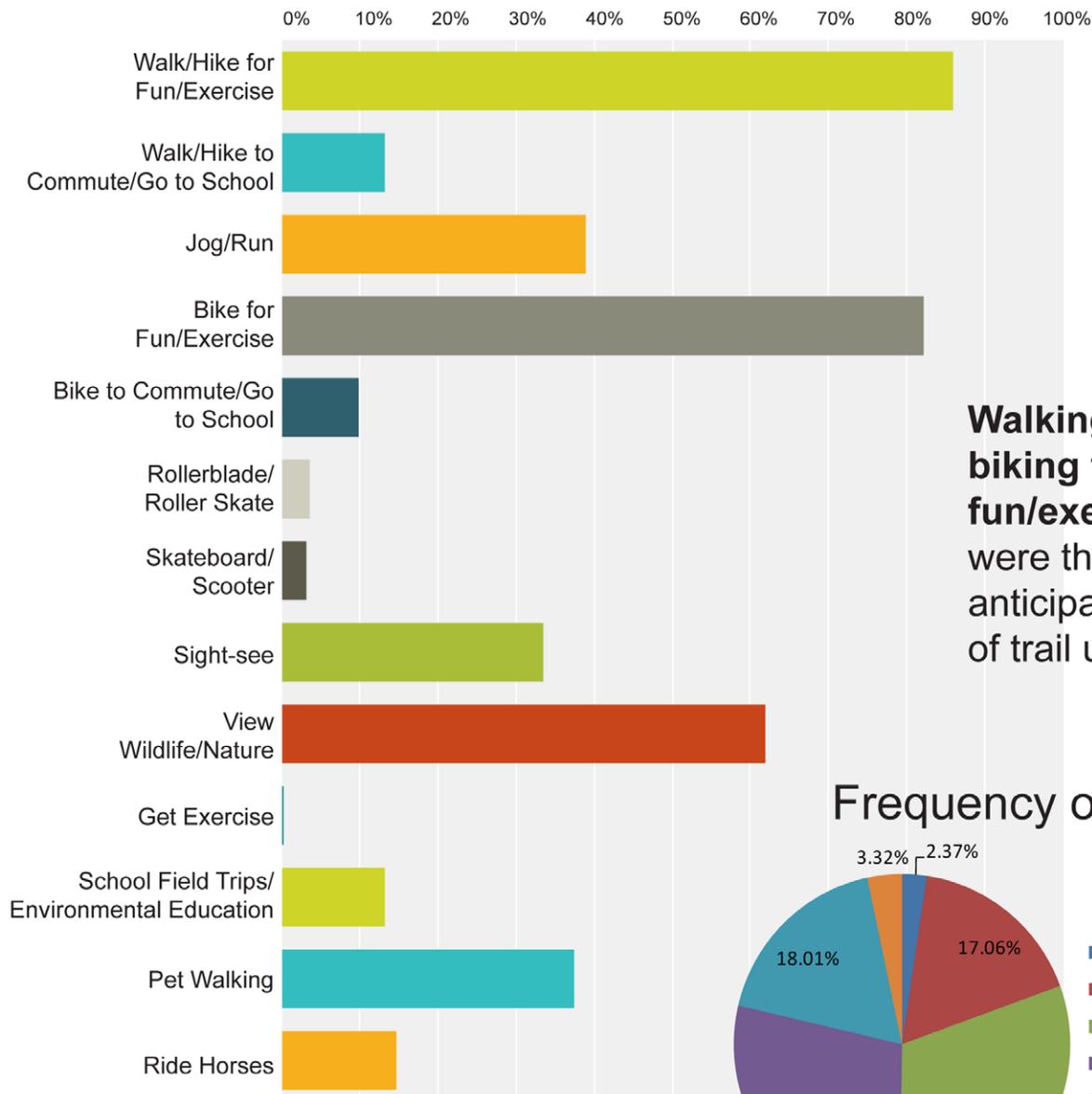
Yamhelas-Westsider Trail

February 2015 - October 2015

Over 230 surveys were collected from local residents who told us how they feel about the proposed Yamhelas-Westsider Trail and what they think it should look like. Thank you to all those who completed the survey!

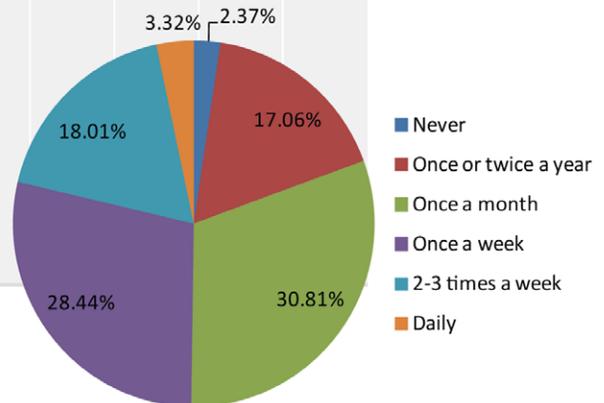
If you have any questions, contact Wayne Wiebke at 503-435-9120.

Trail Activities



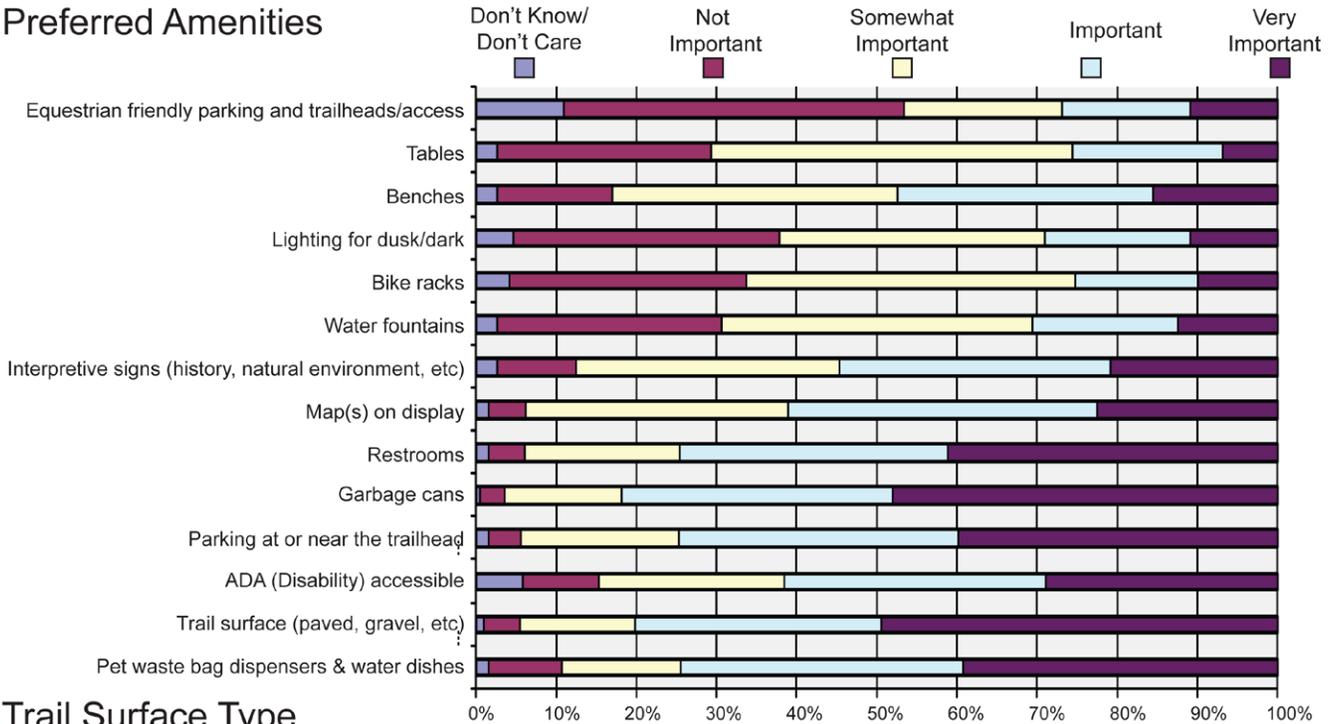
Walking and biking for fun/exercise were the two most anticipated forms of trail use.

Frequency of Use

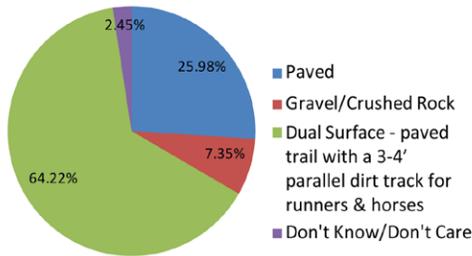


Most people said they planned to use the trail **once a month** or **once a week**.

Preferred Amenities



Trail Surface Type

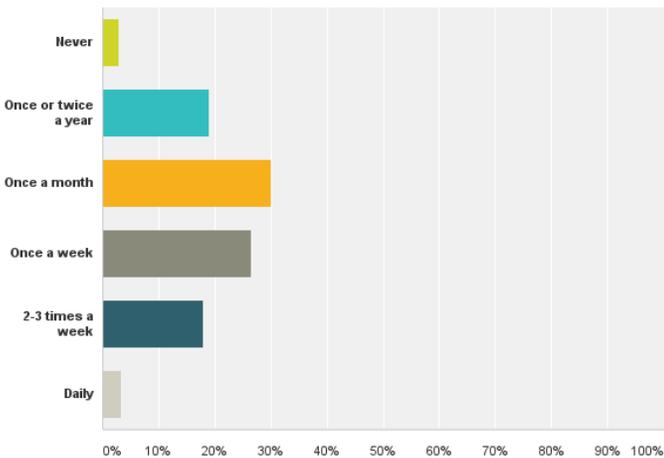


Some type of **trail surface** and a means to keep the area clean with **restrooms & garbage cans** are the most desired amenities. There's also interest in specified **parking areas at trailheads**.

Most people preferred a **Dual Surface paved & dirt trail**.

Q6 How often would you envision using the trail? Check the answer that best applies.

Answered: 267 Skipped: 28



Q7 How do you feel about the Yamhelas Westsider Trail project?

Answered: 276 Skipped: 19

