

CHEHALEM HERITAGE TRAILS

Connecting Neighbors and Communities With Each Other and Their Heritage

Advisory Committee Meeting
October 18, 2010 9 AM -1 PM
Chehalem Park and Recreation District
Newberg, OR

The second of four Advisory Committee meetings for the Chehalem Heritage Trails Phase 1 Master Plan was conducted as a bus tour starting at Chehalem Park and Recreation District (CPRD) offices. A list of attendees is at the back of this summary. Meetings 3 and 4 will be held in November and January and have not been scheduled.

Welcome: Paul Agrimis with Vigil-Agrimis, Inc. (consultant team project manager) and Kat Ricker (CPRD Public Information Coordinator)

Introduction: Paul Agrimis
A tour overview was given to highlight the four key segments of the Dundee to Newberg Connector (Dayton Avenue, Willamette River, Downtown Newberg, and Hess Creek Corridor) included as the Phase 1 Master Plan. Copies of the Strategic Plan describing the entire 77 mile trail system were shared with everyone attending. Copies of the draft Phase 1 alignment and draft typical off-street and on-street trail sections were also shared prior to boarding the bus. The Advisory Committee was tasked with keeping track of trail elements they liked and trail elements they were unsure of during the tour.

Dayton Avenue: Paul Agrimis
The tour started in Newberg at Memorial Park on the west side on Blaine. The presentation described the trail network proposed in the Chehalem Heritage Trails Strategic Plan as a design to connect a constellation of points of interest identified in public meetings last fall. Further, it was shared how the proposed trail from Memorial Park to Dundee would include a shared roadway/bicycle boulevard and six-foot sidewalks on the east side of Blaine and the south side of East 5th. The Average Daily Traffic (ADT) is below 2,000, which is used as a rough threshold below which mixing vehicles and bicycles works well. Existing four-foot sidewalks would be replaced with six-foot sidewalks.

Committee members mentioned the need for addressing safety with the train operating typically twice daily, drivers using Blaine as a connector, and ball game and skate park traffic moving quickly at times. It is important that no parking be lost along Blaine.

Traffic calming and signage will be needed as varying levels at intersections to provide a safe and pleasant experience for trail users and motorists alike. A traffic calming toolkit will be developed including elements such as marked or raised crosswalks, speed bumps, curb extensions, median islands, etc. Operational needs of emergency vehicles will be addressed as part of the traffic calming toolkit development.

The second stop was in unincorporated Yamhill County at Hidden Meadows Road on Dayton Avenue just past the Chehalem Creek bridge. The presentation there pointed out how the existing six-foot grade separated (curb separating trail from road) would be extended along Dayton with five-foot bicycle lanes. The work would be within the existing Right of Way and require about three feet of widening of the road surface along the north side typically (38 feet from back of multiuse trail to edge of roadway).

The existing bridge at Chehalem Creek will not be widened in this phase. The trail will be resurfaced and a new railing installed. A bicycle lane will be provided for climbing

uphill on each side of the bridge, but confident bicyclists and motorists will share the downhill roadway until the bridge is upgraded at some point in the future. The speed limit will be posted as 25 at the bridge to facilitate mixing confident bicyclists and motorists on the downhill approaches across the bridge. Signage will be developed to advise bicyclists using the multiuse trail to maintain a safe speed to share the trail appropriately with pedestrians.

The Dayton Avenue tour concluded in Dundee at the north end of NE Edwards Drive. The Committee walked out to the existing Union Pacific Right of Way and observed the 1,200 foot gap to Dayton Ave. Discussions are underway with Union Pacific and Portland and Western and two adjacent property owners to determine how to locate a 20-foot wide easement for a 10-foot multiuse trail between Edwards and Dayton. It was shared that there is a plan to double-track the existing single track, so a potential railroad easement would have some challenges.

The CHT along Edwards would be a bicycle and pedestrian boulevard.

Willamette River: Paul Agrimis

We started at Ewing Young Park and presented the intention for a trail to parallel Chehalem Creek to connect with Waterfront Street and beyond to the Willamette River. The bus tour continued to Waterfront Street and views of the Willamette were noted across the former Yamhill County landfill.

The second stop on this segment was Yamhill County's Rogers Landing Park. We noted that all but the vent stack was inundated during the 1996 flood. The trail here would be routed between the parking lot and the river before ascending the hill to River Street.

The eventual connection to Champoeg State Park might be made using the existing Wynooski Bridge, currently carrying water from the well fields in Marion County. This structure was previously studied by KPFF (consultant team member) for potential future conversion to a pedestrian bridge as part of the Newberg Waterfront Master Plan. The Newberg Waterfront Master Plan, Newberg ADA/Pedestrian/Bike Improvement Plan and other planning documents have been reviewed and incorporated as part of the CHT planning and design.

The notion of a bicycle ferry was raised for connecting across the Willamette as well.

George Edmunston, Historical Subcommittee chair, presented how there are great stories to be told about the history of the region. These stories include the uses of the Willamette River, how the lack of floodplain replenishment for the soils on the Newberg bluff made it prime orchard land rather than crop land, how the French-American settlers and Quaker settlers left their respective marks on the region.

Hess Creek Corridor and Downtown Newberg: Paul Agrimis

We started at the south end of Dog Ridge Road overlooking Hess Creek and the CPRD park currently known as the 90 acres. The intention for this trail is to be an off-street multiuse trail that will provide an experience that puts users in close contact with natural resource assets such as the Great Blue Heron that flew overhead as we started.

Opportunities for viewing birds, deer, coyotes, and other small mammals would be a wonderful counterpoint 10 or 20 years in the future when the Chehalem Valley is presumably more urbanized.

The key challenge to achieving this vision is the need to cross numerous private properties. Two alternative alignments between Friends Park and Herbert Hoover Park were pointed out on the maps that were shared. Dog Ridge Road was offered as a potential alternate to an alignment along Hess Creek below the Newberg Wastewater Treatment Plant.

The second stop was Herbert Hoover Park where the Hoover-Minthorn House sits immediately across the street. The project team will investigate the potential for boring a tunnel through the old trestle that once carried the highway in order to have a continuous (grade separated) connection along Hess Creek to the existing trail system at George Fox University.

The tour then moved to East Sheridan Street between the Cultural Center and the Newberg Library. Sheridan was described as a Bicycle and Pedestrian Boulevard. Crossings at College and Meridian will need particular attention to traffic calming due to the high vehicle usage on these cross streets. Center Street would provide a link south to Rogers Landing.

A pedestrian bridge spanning the Hess Creek canyon is proposed to connect to the trails on the east side of Hess Creek at George Fox University. This system has been developed as gravel trails approximately four feet wide and would need to be upgraded to meet the regional trail 10-foot paved surface standard, but it is a great start.

The bus tour continued crossing Hess Creek on Fulton, passing the Pool on Haworth, and stopping again in a church parking lot next to the baseball fields at Newberg High School. Alternate alignments through the three schools or continuing on Haworth to Springbrook are possible to reach the Phase 1 terminus at the Allison Inn.

Lunch Discussion: Paul Agrimis

The Advisory Committee responded to the sticky note prompts for trail elements they liked and those they were unsure of.

Liked Elements

- Use of On-Street and Off-Street Pedestrian and Bicycle facilities
- Connections of Downtown, River, Schools, and Recreation sites
- Opportunities for long continuous trails
- Glad to see re-examination of connecting George Fox University to Hoover Park across 99W along Hess Creek
- Like the route; potential for stories is good
- It can work with Historic Walking Tour map developed by the Chamber of Commerce
- PGE is investing in restoration of Hess Creek, and this trail project presents good mitigation opportunities
- The trail provides a multimodal connection between air, rail, water, and roads

Unsure Elements

- Want to see connection from Ewing Yong Park to Dayton Ave. – *It's in the Strategic Plan, but not part of the Phase 1 Master Plan*
- Be sure to review trail facilities on Dayton between 5th and 3rd, there is a natural tendency to follow Dayton to its end – *The alignment isn't set yet, so 3rd might end up as the choice; if not, signage, urban design, and traffic calming will be used in combination to direct trail users on 5th*
- Creek crossings, rail line trails (adjacent) – *The Master Plan will identify how many creek crossings, where, and approximately how long; as well as where the trail will be in or adjacent to RR Right of Way*
- Connect trail from Ewing Young Park to College Street along the RR tracks per ADA/Pedestrian/Bike Improvement Plan – *We understand the desire to connect to Waterfront and make a more direct connection to Rogers Landing Park and will look at this connection as the master plan is developed*
- Look at Vision Statement for County landfill – *Will do*
- Lighting needed on Dayton at Chehalem Creek crossing because it is dark and dangerous – **Good suggestion**
- Extend Willamette River Trail to Dundee WWTF – *Good suggestion, and it is included in the Strategic Plan, just not part of the Phase 1 Master Plan*
- Look at using RR easement between GFU and NHS for potential trail easement – *Good suggestion, and it looks like all floodplain and wetland though*
- Look at trailhead opportunity for Hess Creek trail at GFU parking lot on Fulton – *Good suggestion*
- Clarify Strategic Plan versus the Master Plan – *Yes, we want to minimize confusion; the Strategic Plan completed in April 2010 identifies a conceptual 77+ mile trail system, the Master Plan, Phase 1 we are preparing will develop schematic plans for about 20 miles of trail to start the CHT*

An invitation was extended to join the Historical Names subcommittee to create relevant names for sections of the trail.

Adjourn

Attending:

Barbara Doyle
 George Edmunston,
 Ted Crawford, Dundee Civic Assoc.
 Clyde Thomas George Fox University
 Mike Wilson, Grand Rhonde Tribe
 Tim Potter, ODOT
 Sheryl Kelsh, Newberg Chamber of
 Commerce
 David Beam, Newberg Planning
 Barton Brierly, Newberg Planning
 Paul Chiu, Newberg Engineering
 Mitsi Vondracheck, Newberg School
 District
 Rocky Houston, OPRD

Joe Kavale, Springbrook Properties
 Don Clements, CPRD
 Jim McMaster, CPRD
 Kat Ricker, CPRD
 Mike Ragsdale, CPRD Board
 Paul Agrimis, Vigil-Agrimis, Inc.
 Jerry Palmer, Jerry M. Palmer
 Nick McMurtrey, KPFF
 Abby Sophia Alway, Anderson-Krieger