

# Chehalem Heritage Trails

*Connecting Neighbors and Communities With Each Other and Their Heritage*

## Phase 1 Master Plan



April 23, 2012



▪ **INTRODUCTION**

Chehalem Park and Recreation District (CPRD) is developing a network of pedestrian, bicycle, and equestrian trail improvements named the Chehalem Heritage Trails in the Yamhill Valley, Oregon. This trail development will ultimately provide over 70 miles of pedestrian, bicycle, and equestrian trails throughout the communities of Newberg and Dundee and beyond. Figure 1 shows the contextual setting for this trail system. The Chehalem Heritage Trails will provide regional, community, and neighborhood connections that celebrate the cultural history, the natural history, and the recreational potential of the region.

The Chehalem Heritage Trails Phase 1 Master Plan proposes implementing the first of multiple phases of the Chehalem Heritage Trails. Phase 1 includes approximately 24 miles of trails in Newberg and Dundee with a focus on improved pedestrian and bicycle access between Newberg, Dundee, and the Willamette River. These trails will vastly improve community connections between Newberg and Dundee.

▪ **BACKGROUND**

CPRD worked closely with a multi-disciplinary consultant team to develop the Chehalem Heritage Trails Phase 1 Master Plan. Vigil-Agrimis, Inc. (VAI) led planning for the Chehalem Heritage Trails from the Strategic Plan that began in 2009, and through the Master Plan in 2012 with support from several teammates. Hanna, McEldowney & Associates provided right-of-way planning services to determine potential right-of-way opportunities along the proposed trails. KPFF Consulting Engineers provided transportation and structural engineering recommendations on trail alignments; Stephens Planning and Design assisted with urban and regional planning; and Jerry M. Palmer provided civil engineering services. Additionally, Anderson-Krygier provided graphic design support for trails wayfinding signage throughout the Phase 1 Master Plan process.

CPRD actively engaged multiple stakeholders to gain input for design during development of the Strategic Plan and the Master Plan. CPRD sponsored a series of public open houses in 2009 and 2010 to gather input for the proposed trails, and this input was incorporated into a cohesive Strategic Plan in 2010 that proposed a trail network functioning at regional, community, and neighborhood scales. Proposed improvements include installation of accessible multi-use trails, retrofitting streets to become shared roadways with bike boulevards, providing boardwalk trails in sensitive habitats, adding bicycle lanes along busier roads, and providing consistent wayfinding signage throughout the network. Restoration of natural areas and implementation of cultural resources educational signage along the proposed trail system are key elements.

Stakeholder involvement continued during the Phase 1 Master Plan development with public meetings and with convening an Advisory Committee that met four times during 2010 - 2011. The Advisory Committee helped to refine proposed alignments according to their understanding of community needs and based on input from contacted property owners.



## **STRATEGIC PLAN**

The strategic plan identified goals and objectives for the Chehalem Heritage Trails; solicited and refined points of interest for the region, communities, and neighborhoods; and sketched out potential trails to make connections between those points of interest. Figure 2 shows points of interest identified during planning. Restoration opportunities along Hess Creek, Chehalem Creek, Springbrook Creek, and the Willamette River were also identified in the Strategic Plan.

**Goals and Objectives-** CPRD created the Chehalem Heritage Trails Strategic Plan to communicate the proposed trail development concepts and key recommendations with the community, funding organizations, and other potential stakeholders. The goal for the trail system is to create an outstanding 70+ mile trail system that preserves and enhances the greater Chehalem Valley communities' parks, historic heritage, natural resources heritage, open space, and community connectivity.

Six key objectives were determined for the Chehalem Heritage Trails:

1. Provide a safe trail system which promotes fitness, recreation, and increased transportation opportunities within the local region
2. Link the network to trails, parks, and open space systems outside the Chehalem Valley
3. Emphasize the historical legacy of the Chehalem Valley, including historical figures and interpretive materials
4. Promote habitat restoration, including the removal of invasive species and creation of interpretive materials
5. Provide safe connections within the region, emphasizing off-street trails and side street shoulders for non-motorized users (with lighting as appropriate)
6. Promote local economy, tourism, education, and wellness.

**Points of Interest-** the Chehalem Heritage Trails will connect key points of interest that hold historical, community/cultural, educational, natural resources, and civic/commercial significance in the Newberg and Dundee areas. These points were identified by stakeholders and the public at a series of public involvement meetings held in 2009 and 2010. At these meetings, the public ranked key local points based on their popularity and usage. The planning team then utilized these prioritized points to develop a consistent network of trails that meet property, land use, and topographic constraints. These points of interest informed the formation of the Strategic Plan with review of the Newberg ADA/Pedestrian/Bikeway Improvement Plan and the Downtown Newberg Vision 2020.



## **Trails Network**

The Chehalem Heritage Trails are planned to function on regional, community, and neighborhood scales. The entire trails network connects key regional points of interest within the Chehalem Valley and beyond, such as Champoeg State Park and Bald Peak State Park. On a community scale, the network provides accessible multi-modal connections between Newberg and Dundee to facilitate better access to recreation facilities, shops and services, and bicycle-oriented commuting. The Chehalem Heritage Trails will also support neighborhood connections with safe routes to schools and will promote recreation opportunities between local parks. The trails network was identified as having 15 potential phases of approximately five miles.

### ▪ **PHASE 1 MASTER PLAN**

The Phase 1 Master Plan focuses on the core of the Chehalem Heritage Trails. It does this by planning improved pedestrian and bicycle access within Newberg and Dundee and connections between these communities. Figure 3 shows the proposed Phase 1 trails to be developed or improved. There are five focus areas of the master plan:

1. Utilize portions of existing Rights of Way, sidewalks, and trails that are available
2. Approach landowners along proposed trail corridors to learn who might be willing sellers
3. Continue working with key stakeholders in Newberg, Dundee, George Fox University, Yamhill County, ODOT, Union Pacific, School District, Oregon State Parks, and others to develop trails design
4. Develop wayfinding signage with the City of Newberg and City of Dundee that identifies the Chehalem Heritage Trails and allows users to readily navigate between features along the trails
5. Prepare the Hess Creek Canyon Native Plant Garden Master Plan as a natural resources restoration model along Hess Creek.

The Phase 1 Master Plan continued stakeholder engagement.

### **Utilize Existing Right of Ways**

The proposed trails include portions of developed Right of Ways for shared roadways, bicycle boulevards, sidewalks, and multiuse trails. Developing these alignments will be accomplished through careful coordination with Newberg, Dundee, Yamhill County, and ODOT. Development of the Newberg-Dundee Bypass will create stream crossing and other opportunities for the Chehalem Heritage Trails.



### **Approach Landowners**

CPRD contacted landowners along key trail segments directly and through the consultant team. These initial contacts served to identify property owners who would be willing to negotiate for easements or purchase, those that might be open, and those who were unlikely to participate. Some of these conversations have continued with willing and potentially willing land owners, but most have been paused prior to passage of the anticipated Bond Measure.

### **Continue Working with Key Stakeholders**

The District continued outreach to stakeholders during the Phase 1 Master Plan process. Key stakeholders were engaged through an advisory committee. CPRD held two Community Meetings to gather input from the public to contribute to the completion of the Master Plan. Some comments were also obtained from the CPRD web site. The planning team incorporated feedback from the Community Meetings and the web site to inform the preliminary alignment of the Master Plan.

#### Advisory Committee

CPRD convened an Advisory Committee of 15 members to lead the vetting of the proposed trails plan and to further develop relationships with key stakeholders. A list of the Advisory Committee members is in Appendix A. The Advisory Committee met four times and conducted a tour that included key points of interest and proposed trail alignments and trail types.

#### Community Meeting 1 for Chehalem Heritage Trails Phase 1 Master Plan, November 4, 2010

The meeting was held at the CPRD Adult Enrichment Center, and VAI provided an overview of the Chehalem Heritage Trails to the public and presented potential key trail segment locations in Newberg and Dundee. VAI also presented three proposed trail types to the public, including multi-use trails, on-street bike lanes/sidewalks, and on-street bicycle boulevards and sidewalks.

#### Community Meeting 2 for Chehalem Heritage Trails Phase 1 Master Plan, March 8, 2011

The meeting reviewed project intentions and informed the public of key features of the Draft Master Plan, including 16 miles of off-street and on-street trails with initial costs. VAI solicited input from the public for preferred alignments and orientations of the trail network to complete the Master Plan Phase 1. Both meetings were run as open houses and summaries were prepared that are in Appendix B.

Web Site- CPRD also provided information to the public regarding the Chehalem Heritage Trails Master Planning process on its web site to solicit feedback during the Master Planning process.

### **Develop Wayfinding Signage**

CPRD developed signage with four components to assist in wayfinding along the Chehalem Heritage Trails:

- Chehalem Heritage Trails logo
- Individual trail name
- Universal bicycle trail symbol.
- Directional and distance information.

Numerous drafts were prepared and shared with the City of Newberg as part of the process of obtaining approval for the signs from the Newberg Traffic Safety Committee. Dundee planning staff was also engaged in this process.

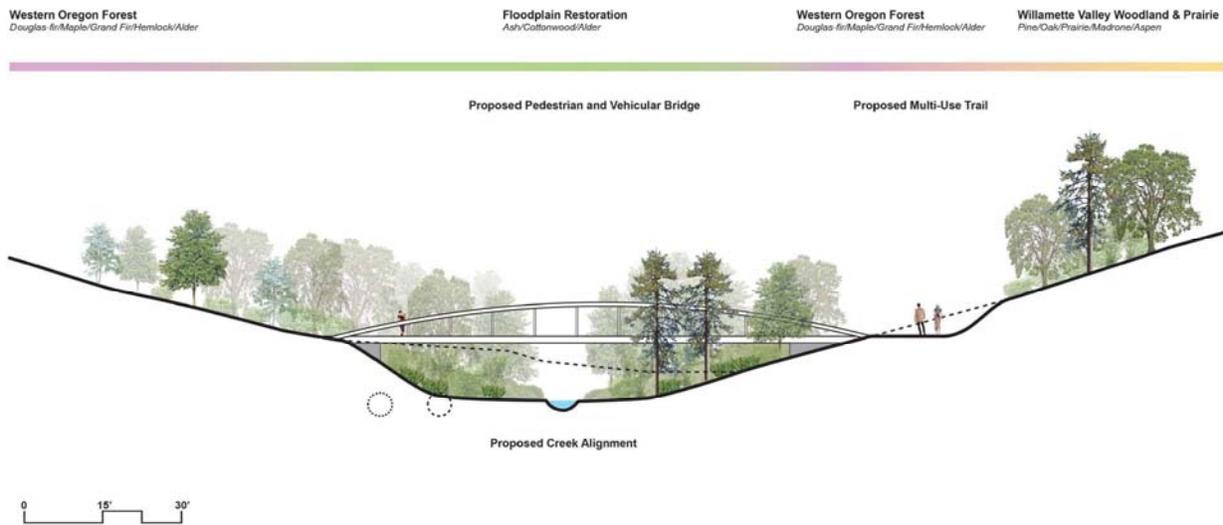


*Proposed Wayfinding Signage*

### Hess Creek Canyon Gardens Master Plan

George Fox University (GFU) is a key stakeholder involved in planning the Chehalem Heritage Trails since the development of the Strategic Plan. Clyde Thomas, facilities manager for GFU, has led the development of a botanical garden within the existing Hess Creek Canyon. The botanical collection will comprise the majority of the Hess Creek Canyon from the north edge at Fulton Street through the south edge at Highway 99. This collection would showcase a large portion of botanical species from distinct ecosystems of the Pacific Northwest, including the Willamette Valley, the Cascades foothills, and the Coastal Range. The Hess Creek Canyon Gardens Master Plan is shown in Appendix C.

The Hess Creek Canyon Trail was identified as a key point of interest by the public throughout the planning process of the Chehalem Heritage Trails. The proposed improvements to this trail will increase public access to this outstanding natural area and provide restoration through removal of invasive plant species and stream restoration through replacement of undersized culverts and removal of abandoned utility lines. With the education potential of the GFU Botanical Garden, the Hess Creek Canyon trail would provide an outstanding opportunity for ecological education as part of the Chehalem Heritage Trails.



## **Descriptions of Trail Segments**

The Chehalem Heritage Trails will feature three basic trail types within its network. The three trail types are: off-street multi-use trails (paved 10-12 feet wide), on-street bicycle lanes/bike shoulders and sidewalks, and on-street bicycle boulevards (shared roadways with signage for bicycles) and sidewalks. The Chehalem Heritage Trails Master Plan features these trail types in several trail segments that provide connections between key points as shown in Figure 4. These trail segments include:

Central Newberg Trail Segment- This portion of trail system proposes bike boulevards (shared roadways with signage for bicycles) that create important connections to the Chehalem Cultural Center, the Newberg Library, Newberg City Hall, city center shops, George Fox University, local parks, and other points of interest. Three streets will serve as important links in the system, including Sheridan, Howard, and Meridian Street. The initial implementation will use the existing three-foot wide sidewalks, and expand the sidewalks on one side of the street to six feet.

Dayton Avenue Trail Segment- This proposed trail will feature a combination of bike boulevards, bike lanes/bike shoulders, and multi-use paths that connect Memorial Park in Newberg to Billick Park in Dundee. The trail would include a shared roadway/bicycle boulevard and six foot sidewalks at the west side of Howard Street and south-east side of East 6<sup>th</sup>. Existing three-foot and four-foot sidewalks would be replaced with six-foot sidewalks in Newberg. Road surface widening will be needed beyond Newberg city limits.

The Average Daily Traffic (ADT) is below 2,000, which is used as a rough threshold below which mixing vehicles and bicycles work well. A traffic calming toolkit will be developed for intersections in this area including elements such as marked or raised crosswalks, speed bumps, curb extensions, and median islands. This trail segment will also be planned with consideration for the operational needs of emergency vehicles.

The existing bridge at Chehalem Creek will not be widened in Master Plan Phase 1, but the bridge will be resurfaced and new railing will be installed for safety. A bicycle lane will be provided for uphill climbs on both sides of the bridge, and speed limit signage will be developed and posted to facilitate mixing confident bicyclists and motorists on the downhill approaches across the bridge.

Right of Way (20-foot minimum) will be needed to connect from Dayton Avenue to Edwards Street in Dundee. An alignment parallel to the Union Pacific tracks is preferred for this portion of the trail system.



*Proposed Future Dayton Avenue*

Dundee to River Trail Segment- This trail will feature a bike boulevard along Southeast 8<sup>th</sup> Street in Dundee. The trail will join the Dayton Avenue Trail to the north, will provide connection to downtown Dundee across Southwest 5<sup>th</sup> Street, and will extend east-west along Southeast 8<sup>th</sup> Street to the Willamette Riverfront at Ash Island.

Willamette Riverfront Trail Segment- This trail will be a multi-use path that stretches along the Willamette River from Ash Island near Dundee to Rogers Landing Park in the south of Newberg. The segment will feature expansive views along the Willamette River, including the floodplain communities of Ash Island, and will provide unique wildlife viewing opportunities.



*Proposed Future Rogers Landing Road*

Chehalem Creek Trail Segment- This segment will be a multi-use path that connects the Willamette riverfront with Ewing Young Park in Newberg. This trail will extend through a range of floodplain and upland ecosystems that will provide a rich environmental experience for trail users and provide opportunities for natural resources restoration.

Hess Creek Corridor Trail Segment- This trail is intended to be an off-street multi-use trail that will put users in close contact with natural resource assets in the east area of Newberg. The trail will provide rich opportunities for viewing wildlife that frequent this corridor, such as Great Blue Herons, other migratory birds, deer, and small mammals. The existing gravel trail system developed by George Fox University will be enhanced to meet the regional trail 10-foot paved surface standard. As the future vision of the Hess Creek Botanical Garden at George Fox University is realized, this trail will provide a unique opportunity for public education and interaction with ecosystems of the Pacific Northwest. The trail segment will connect Babe Niclous Pool Park on Fulton Street at its Northern edge through the improved trails at Hess Creek Canyon. The segment will continue as bike boulevards along downtown Newberg via Hancock, Sheridan, and Meridian. The trail will then continue as a multi-use path from Hoover Park to the south toward the Willamette River at Highway 219.

Haworth-Springbrook Trail Segment- This trail will connect to the Hess Creek Corridor Trail at its western edge and will feature a bike boulevard along Fulton Street and Haworth Avenue. The trail will provide a north-south connection to the Allison Inn (point of interest to the northeast of central Newberg) through a series of existing and proposed bike lanes along Springbrook Street.

▪ **Cost Estimate and Implementation**

The cost estimate for the completion of Chehalem Heritage Trails Phase 1 is \$19.5 million. A cost breakout by trail portion is shown in Table 1.

**Table 1  
Estimated Cost**

Portion	Bounds	ROW Cost	Construction Cost	25% Contingency	20% Engineering	10% Mobil. & Bond	Estimated Cost
Central Newberg	Sheridan/Rogers Landing	\$0	\$1,196,300	\$299,100	\$239,300	\$149,500	\$1,884,200
Central Dundee	Upland to Edwards	\$0	\$417,300	\$104,300	\$83,500	\$52,200	\$657,300
Dayton Ave	Howard to Edwards	\$102,200	\$1,023,500	\$281,400	\$225,100	\$130,500	\$1,762,700
Dundee to River	8th/R. Landing/E. Young	\$2,251,200	\$1,604,500	\$963,900	\$771,100	\$256,800	\$5,847,500
Hess Creek	Allison/90 Acres	\$1,854,500	\$4,107,500	\$1,490,500	\$1,192,400	\$559,800	\$9,204,700
Chehalem Glenn	N & S of Fernwood	\$36,300	\$58,300	\$23,700	\$18,900	\$8,200	\$145,400
		<b>\$4,244,200</b>	<b>\$8,407,400</b>	<b>\$3,162,900</b>	<b>\$2,530,300</b>	<b>\$1,157,000</b>	<b>\$19,501,800</b>

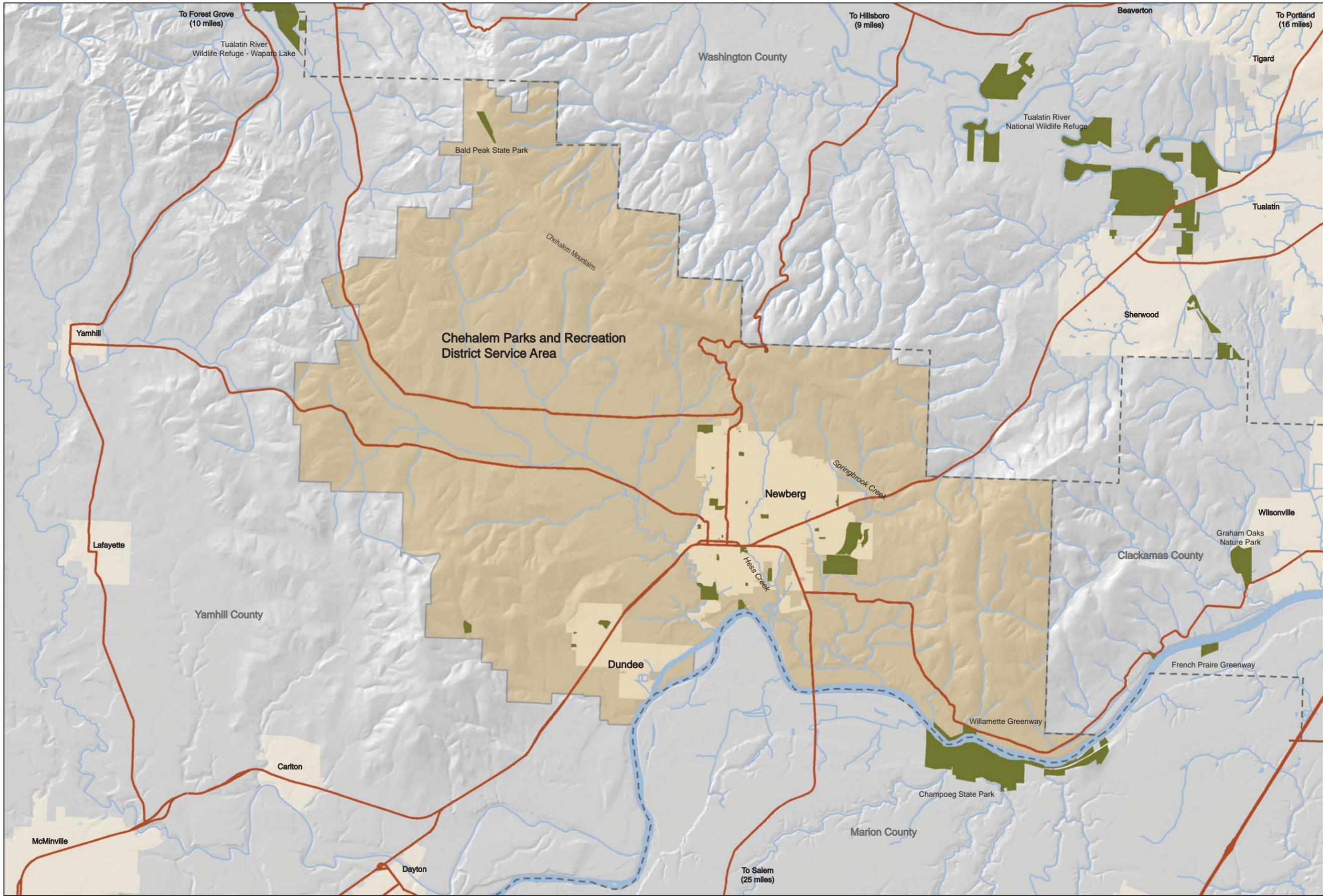
Phase 1 would be implemented over five to seven years should an anticipated bond measure be approved. Grant funding from ODOT and other sources would be needed to supplement the potential bond measure funding.



*Proposed Future 6<sup>th</sup> Street, Newberg*

## **Figures**





**Figure 1**  
**Chehalem Heritage Trails**  
**Master Plan - Phase 1**

Context Map

Chehalem Parks and Recreation District Area

**LEGEND**

- Parks
- Highways
- Water Body
- County Boundary
- City Boundary
- CPRD Service Area

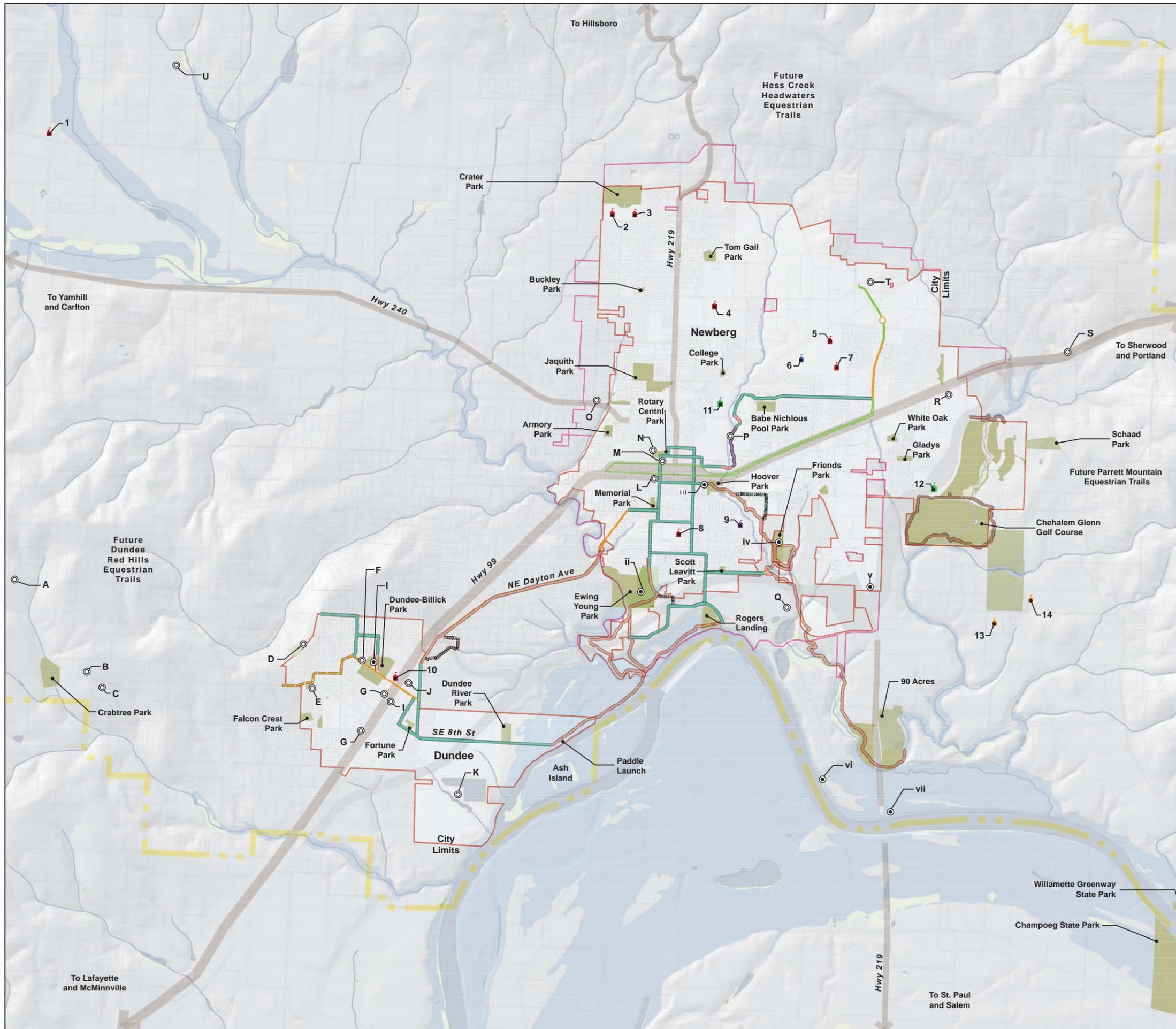
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**VIGIL AGRIMIS**  
 design professionals





**Figure 2**  
**Chehalerm Heritage Trails Master Plan - Phase 1**

Community Points of Interest, Historical Points of Interest and Schools

**Points of Interest**

*Schools*

1. Ewing Young Elementary
2. Chehalerm Valley Middle School
3. Antonia Crater Elementary
4. Joan Austin Elementary
5. Mountainview Middle School
6. Newberg High School
7. Mabel Rush Elementary
8. Edwards Elementary
9. CS Lewis Academy
10. Dundee Elementary
11. George Fox University
12. Portland Community College
13. Proposed School
14. Proposed School

*Historical Points of Interest*

- i. Billick Park Trading Post
- ii. Ewing Young Historical Marker
- iii. Hoover Minthorn House Museum
- iv. Fernwood Pioneer Cemetery
- v. The McKern House
- vi. Historical Ferry Site
- vii. Willamette Trading Post

*Community Points of Interest*

- A. Erath Vineyard
- B. Bella Vida Winery
- C. Maresh Red Barn Winery
- D. Dundee Cemetery
- E. Dundee Scenic Overlook
- F. Dundee City Hall
- G. Ponzi Wine Bar
- H. Dundee Women's Club
- I. Argyle Winery
- J. Dobbles Family Estate
- K. Western Pond Turtles
- L. Newberg City Hall
- M. Newberg Library
- N. Chehalerm Cultural Center
- O. Shea Wine Cellars
- P. George Fox University
- Q. SP/White Birch
- R. Providence Hospital
- S. Rex Hill Winery
- T. The Allison Inn & Spa
- U. Adelsheim Vineyard

**Legend**

- ⊙ Community Point of Interest
- ⊙ Historical Point of Interest
- 🏫 K-8 Public School
- 🎓 Public High School
- 🏠 Private School
- 🏗️ Proposed School
- 🎓 Higher Education
- 🚲 Bike Boulevard
- 🚲 Bike Boulevard Alternative
- 🚲 Bike Lane
- 🚲 Bike Lane Existing
- 🚶 Multi-Use Path
- 🚶 Multi-Use Path Alternative
- 🚶 Existing Path Improvements
- 🚶 Gravel Path
- 🚲 Future Bike Lane
- 📏 City Boundary
- 📏 Urban Growth Boundary
- 📏 CPRD Boundary
- 🌊 Streams
- 🌳 Park
- 🌊 Floodplain
- 🌊 Water Body
- 🛣️ Highway 99 Bypass

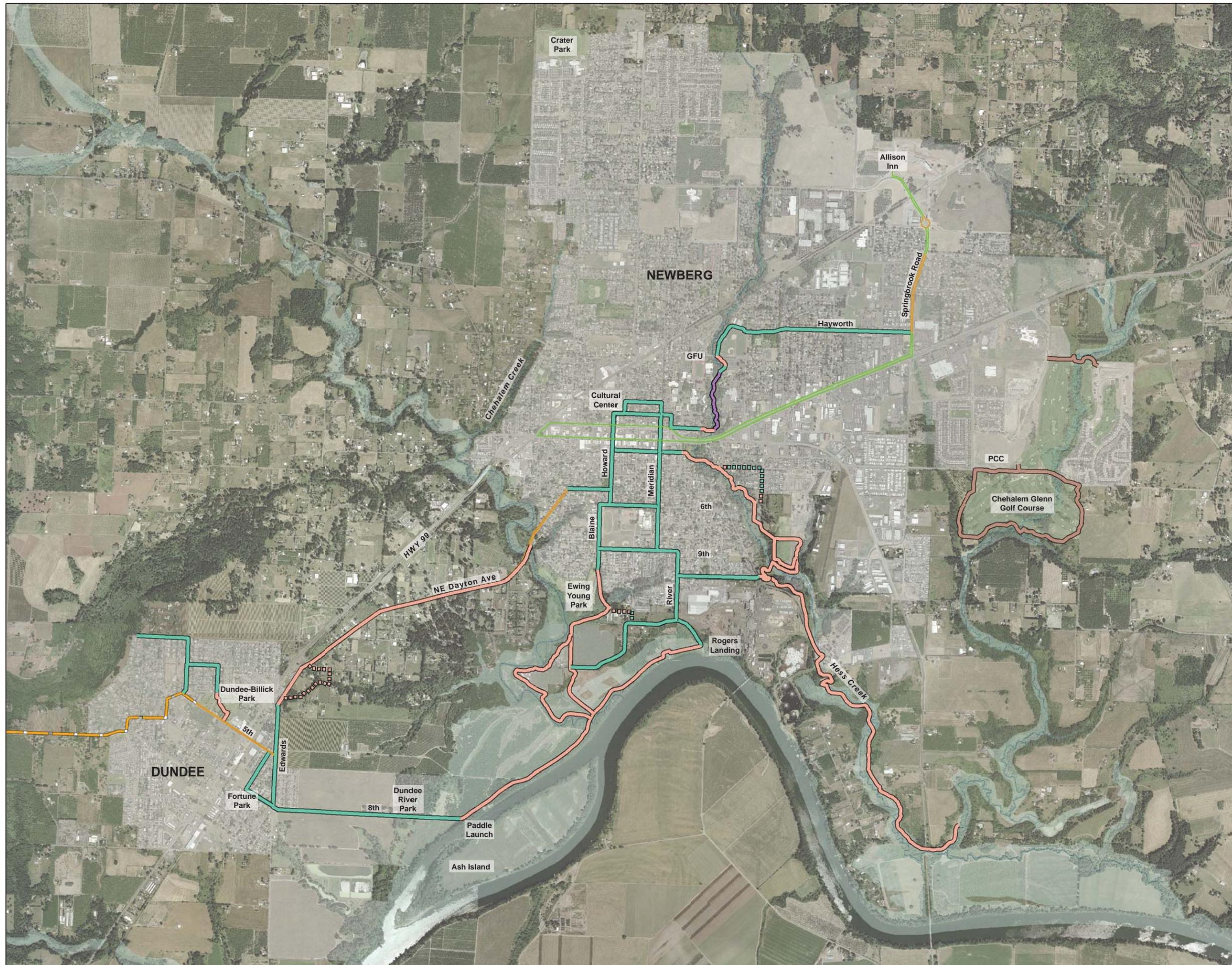
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**Figure 3**  
**Chehalem Heritage Trails**  
**Master Plan- Phase 1**

*Proposed Trails*



**LEGEND**

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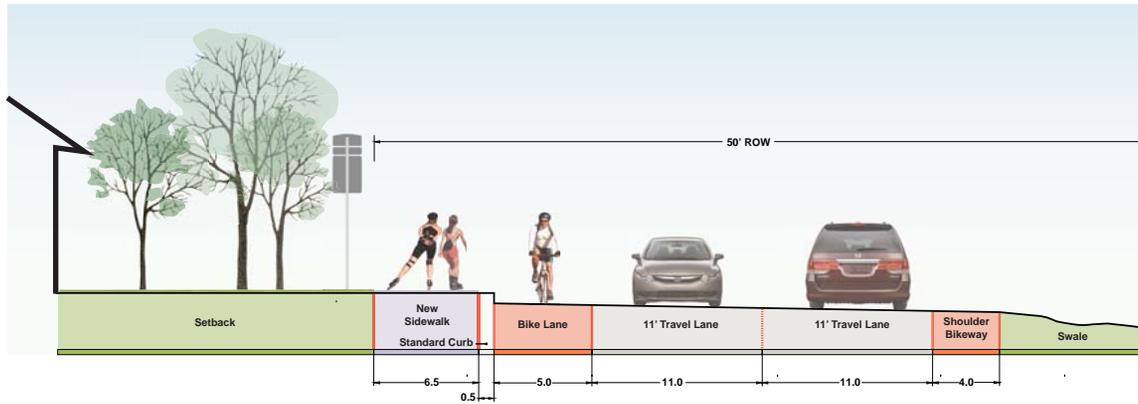
- 100 Year Floodplain
- Streams
- Parks
- City Limits
- Bike Boulevard
- Bike Boulevard Alternative
- Bike Lane
- Bike Lane Existing
- Multi-Use Path
- Multi-Use Path Alternative
- Existing Path Improvements
- Gravel Path
- Future Bike Lane



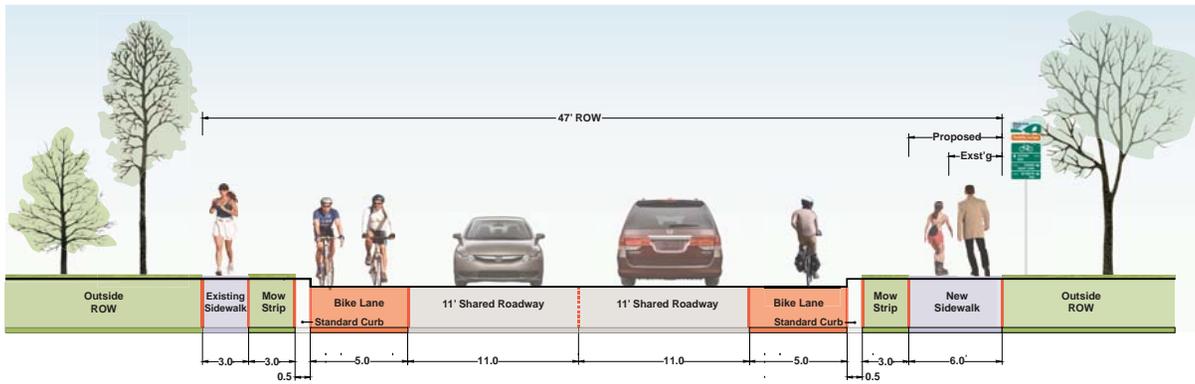


# Figure 4a Chehalem Heritage Trails Master Plan - Phase 1

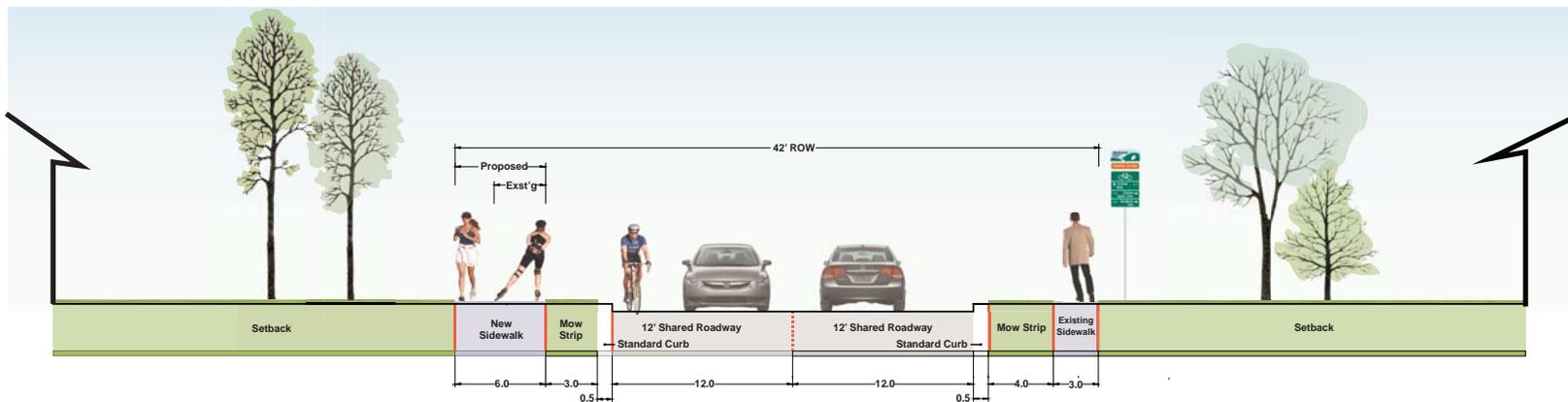
Shared Roadway, Bike Lane, and  
Bike Lane/Shoulder Bikeway



Bike Lane/Shoulder Bikeway



Bike Lane



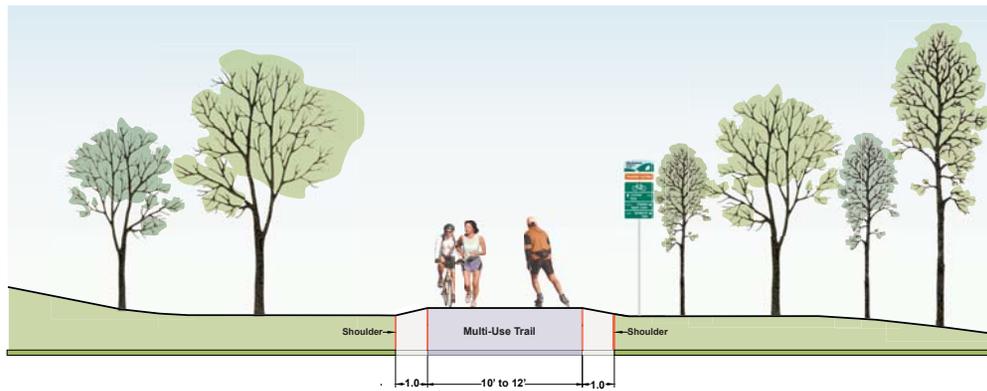
Shared Roadway



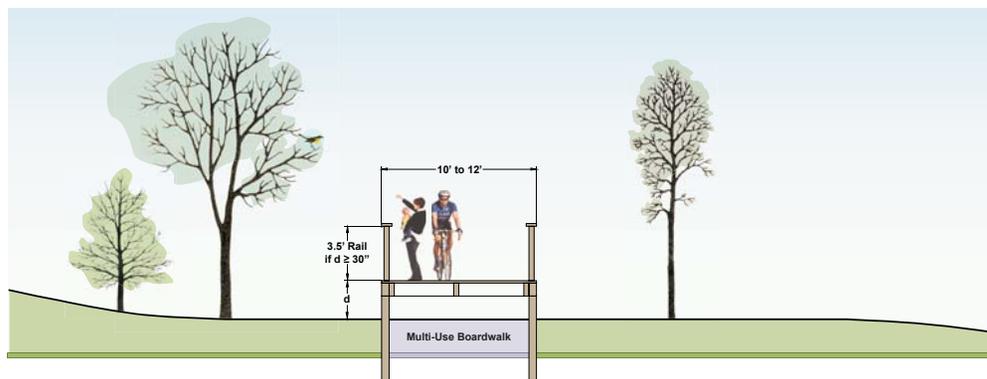


**Figure 4b**  
**Chehalem Heritage**  
**Trails Master Plan**  
**- Phase 1**

*Multi-Use Trail and Multi-Use Boardwalk*



Multi-Use Trail



Multi-Use Boardwalk





## **Appendices**



**Appendix A**



**Newberg-Dundee Connector Advisory Committee**

Barton	Brierley	City of Newberg
David	Beam	City of Newberg
Paul	Chiu	Newberg senior engineer
Patricia	Farrell	Yamhill Partners for Land and Water
Rocky	Houston	OPRD trails
Joe	Kavale	landowner representative
Ted	Crawford	Dundee Civic Association/ Dundee mayor
Cathy	Martin	Dundee Hills Wine Growers Assoc
Bryan	Nielsen	Champoeg Park manager
Tim	Potter	ODOT
Paul	Chiu	Newberg senior engineer
Clyde	Thomas	George Fox University
Sheryl	Kelsh	Newberg Chamber of Commerce
Mitsi	Vondracheck	School District
Barbara	Doyle	resident



**Appendix B**



# ***CHEHALEM HERITAGE TRAILS***

*Connecting Neighbors and Communities with Each Other and Their Heritage*

Advisory Committee Meeting  
September 20, 2010 6-7:45 PM  
Chehalem Park and Recreation District  
Newberg, OR

The first of four Advisory Committee meetings for the Chehalem Heritage Trails Phase 1 Master Plan was conducted at Chehalem Park and Recreation District (CPRD) office at 125 South Elliott Road in Newberg. A list of attendees is at the bottom of this summary.

The second meeting is planned for 9 a.m. to 12:30 p.m. on Monday, October 18, 2010 at the CPRD office. The Advisory Committee will go on a bus tour of the three segments included in the Phase 1 Master Plan. Lunch will be provided. 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

This trail system has been developing for over 15 years with input from a number of Chehalem Valley residents. The proposed trail system moved forward in 2009 with initiation of the Strategic Plan that was completed in April 2010. The Strategic Plan was developed with community input on desired Points of Interest and defined a 77+ - mile trail network for pedestrians, bicyclists, runners, and equestrians including off-street and on-street elements. The trail system will function at regional, community, and neighborhood scales. Copies of the Strategic Plan were shared with everyone attending.

The Phase 1 Master Plan will focus on the Dundee-Newberg Connector. This portion of the trail system will include four primary segments:

- Dayton Avenue bicycle lanes and sidewalk
- Hess Creek multiuse trail, bicycle lanes and sidewalks
- Willamette River multiuse trail, boulevard, bicycle lanes, and sidewalks
- Downtown Newberg boulevard, bicycle lanes, and sidewalks.

The Master Plan will identify the routes and where easements or property will be acquired from willing sellers. The Master Plan will identify trail types, habitat restoration, signage and wayfinding, and naming of trails. The Master Plan will include a draft and final plan. Completion is planned for late winter 2011.

The Advisory Committee will tour the proposed draft alignment at its October meeting and provide input on opportunities and challenges with the proposed route, and consider alternates as needed. The third meeting will review a Draft Master Plan with particular attention to the alignments, potential easement and property acquisition. The fourth meeting will review a Draft Final Master Plan.

Three Community Meetings are proposed. The first meeting will present the Draft Trail alignments and seek input on Livability and Economic Benefits that the trail system can provide. The second meeting will ask for input on the Draft Master Plan and the third meeting will present the Final Master Plan.

**Goals and Objectives Review and Discussion:** Paul Agrimis

The trail system goal and six objectives were reviewed. Key elements include:

- Preserving Public Access to Open Space
- Preserving Fish and Wildlife Habitat
- Providing Recreation and Transportation Links
- Celebrating the Chehalem Valley Heritage

Comments taken during this discussion include:

- The City of Newberg wants to work with the Newberg School District to fill in missing links in sidewalks to support Safe Routes to School through ODOT grants and cooperative efforts.

Community needs and livability intended/desired from the Chehalem Heritage Trails were explored. Comments taken during this discussion include:

- Quality of life is promoted by No Kids Left Inside
- Quality of life is promoted by having such attractions for employers
- Partnering with Yamhill County Corrections will help achieve goals for control of invasive species in open space along trail system
- A safe bike/pedestrian route is needed between Dundee and Newberg

Economic benefits anticipated/desired from the Chehalem Heritage Trails were explored.

Comments taken during this discussion include:

- The trail system would be an economic benefit by attracting employers
- Promote the trail system by providing maps on the CPRD website
- A phone linked wayfinding system could help direct visitors to wineries, restaurants, museums, shops, businesses, parks, etc.
- System wayfinding will be critical to making potential users aware of the trail system and to aiding users navigate the trail system
- Integrating historical features in the signage and wayfinding will help distinguish this trail system and the many points of interest accessible by the trail system
- Directing people to the Willamette River will readily help them discover this wonderful resource and then want to return
- The trail system will need to provide parking, restrooms, and associated conveniences to make using the trail system a comfortable experience.

A branding and identity discussion was held. Comments taken during this discussion include:

- The clear consensus was that the name should be the Chehalem Heritage Trails. A slogan was suggested: Connecting Neighbors and Communities with Each Other and Their Heritage.
- Thematic trail names should be used with historical, natural resources, viticultural, agricultural, and timber harvesting associations such as
  - Ewing Young Mill Trail
  - Dundee-Newberg Wagon Trail
  - Hess Creek Canyon Trail
  - Pinot Noir Trail

## **Review of Draft Dundee Newberg Connector Alignments Mapping:** Paul Agrimis

We reviewed draft maps showing trail alignments and their relationships to properties, roads, parks, schools, floodplains, wetland, etc. Three examples of off-street and on street trails were discussed that included bicycle lanes and sidewalks, bike and pedestrian boulevards, and multiuse trails. Comments taken during this discussion include:

- Speed bumps have only been used sparingly in Newberg.
  - Emergency services have raised concerns about potential increased response times due to traffic calming elements.
  - Raised crosswalks are preferred (still experimental)
- Pedestrian bulb outs can have challenges as well
  - Can create turning radius issues on angled streets
  - Can interfere with street sweeper effectiveness if bulb radius is too small
- Adding bicycle lanes where parking currently exists could be tricky
  - Neighbors concerned about loss of parking for extra vehicles and guests
  - Some people have perception that bicyclists don't use or won't use their street
- Make sure the trail system posts safety rules to minimize pedestrian/bicyclist/motorist conflicts
- Drawings are great, but be sure to show a mom with a stroller!

## **Wrap Up:** Paul Agrimis

The Advisory Committee was given the homework assignment of reviewing the maps (draft trail alignment) and figures (schematic plans and sections) for the proposed Phase 1 Master Plan and identifying challenges and opportunities with the proposed alignments and configurations. Advisory Committee members should send their comments by October 8, 2010 to [pagrimis@vigil-agrimis.com](mailto:pagrimis@vigil-agrimis.com) and [rickerk@cprdnewberg.org](mailto:rickerk@cprdnewberg.org).

## **Adjourn**

### **Attending:**

Ted Crawford, Dundee Civic Association  
Bryan Nielsen, Champoeg Park Manager  
Tim Potter, ODOT  
Paul Chiu, City of Newberg Senior Engineer  
Mitsy Vondrachek, Newberg School District

Don Clements, CPRD Superintendent  
Jim McMaster, CPRD Parks and Facilities Supervisor  
Kat Ricker, CPRD Public Information Coordinator  
Mike Ragsdale, CPRD Board President  
Larry Anderson, CPRD Board Member

Paul Agrimis, Vigil-Agrimis, Inc.

# ***CHEHALEM HERITAGE TRAILS***

*Connecting Neighbors and Communities With Each Other and Their Heritage*

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October 18, 2010 9 AM -1 PM  
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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 5<sup>th</sup> and 3<sup>rd</sup>, there is a natural tendency to follow Dayton to its end – *The alignment isn't set yet, so 3<sup>rd</sup> might end up as the choice; if not, signage, urban design, and traffic calming will be used in combination to direct trail users on 5<sup>th</sup>*
- 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

# ***CHEHALEM HERITAGE TRAILS***

*Connecting Neighbors and Communities With Each Other and Their Heritage*

Advisory Committee Meeting  
December 8, 2010 2 PM -4 PM  
Chehalem Park and Recreation District  
Newberg, OR

The third of four Advisory Committee meetings for the Chehalem Heritage Trails Phase 1 Master Plan was conducted at the Chehalem Park and Recreation District (CPRD) offices. A list of attendees is at the back of this summary. Meeting 4 will be held in January and has not yet been scheduled.

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

**Introduction:** Paul Agrimis  
The Draft Master Plan was presented with an overview 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. The Advisory Committee was tasked with keeping track of the best things they see in the Master Plan and the concerns they have about the Master Plan. This draft included annotation for traffic calming and other modifications. There are three levels of traffic calming based on the complexity of the intersections: standard, enhanced, and complex. A poster with representations of the three intersection treatments was presented.

**Dayton Avenue:** Paul Agrimis  
This portion of the trail system is essentially unchanged since the last meeting, with two exceptions. The master plan design includes changes based on outreach to property owners. A left turn lane is proposed at Wildwood (southbound towards Dundee) to promote safety at this intersection by reducing potential conflicts between trail users and motorists. Alternatives for the Dayton to Edwards connection are now being explored as the Union Pacific Railroad and one of the major property owners have indicated they are not inclined to negotiate easements across their properties.

Parking impacts resulting from bike lane development have not yet been addressed.

**Willamette River and Lower Chehalem Creek:** Paul Agrimis  
A plan and profile were presented for the proposed alignments along the Willamette River and lower Chehalem Creek from Ewing Young Park. These segments appear well suited to an accessible trail along most of their length.

The proposed Willamette River alignment crosses several large private properties. Owners will be contacted about their willingness to negotiate easements.

A 90-foot and a 40-foot bridge would be needed along the Willamette to connect from the east end of 8<sup>th</sup> in Dundee to Rogers Landing. Viewpoints or pullout locations were identified across from Ash Island and at the confluence between Chehalem Creek and the Willamette River.

The proposed lower Chehalem Creek alignment also crosses several large private properties. Owners will be contacted about their willingness to negotiate easements.

A 150-foot and a 140-foot bridge will be needed along lower Chehalem Creek to provide this trail. The Advisory Committee asked to investigate wrapping the trail around a

canyon to eliminate or considerably shorten the longer of the two bridges and to look at connecting to Dayton Avenue via the Old Mill site.

**Hess Creek Corridor and Downtown Newberg:** Paul Agrimis

A plan and profile were presented for the proposed alignments along the Hess Creek corridor. This segment appears well suited to an accessible trail along most of its length.

The proposed Hess Creek alignment crosses numerous private properties. Owners will be contacted about their willingness to negotiate easements.

A number of bridges, arch bridges, and boardwalks would be needed for this segment. The bridges would span 60, 45, and 65 feet. Arch bridges are anticipated at 200 exiting Friends Park on the north and 190 feet long at the south end of the George Fox University reach. Two 180-foot bridge/boardwalks are anticipated at the south end of Herbert Hover Park and the south end of Friends Park.

Boring under Highway 99W does not appear feasible for a grade separated trail as hoped for earlier in the design effort.

**Wrapup Discussion:** Paul Agrimis and Kat Ricker

The Advisory Committee identified master plan elements they liked best and ones they had concerns about.

Best Things

- The layout looks good
- The approach is comprehensive
- Multiple benefits of recreation, access, and Safe Routes to School will help build community support
- The focus on rivers and creeks is good
- Generally being above the floodplain is good

Concerns

- Will property owners participate? – *This is clearly a key question, and time will tell how this community will respond to this opportunity*
- Offstreet trails should be encouraged – *The master plan includes both offstreet and onstreet trails based on the Points of Interest identified during the Strategic Plan*
- Consider cost of offstreet versus onstreet trails) – *Offstreet trails are typically less expensive, but are not able in all circumstances to address some of the key needs to access work, schools, and other key points of interest*

**Adjourn**

**Attending:**

Ted Crawford, Dundee Civic Assoc.

Clyde Thomas George Fox University

Mitsi Vondracheck, Newberg School

District

Joe Kavale, Springbrook Properties

Don Clements, CPRD

Jim McMaster, CPRD

Kat Ricker, CPRD

Mike Ragsdale, CPRD Board

Paul Agrimis, Vigil-Agrimis, Inc.

Ric Stephens, Stephens Planning &

Design

Leonard Rydell, trail enthusiast and local  
civil engineer

Kathy XX, trail enthusiast and  
equestrian (didn't sign in)

Jeff Sanders, Greater Yamhill Watershed  
Council

# ***CHEHALEM HERITAGE TRAILS***

*Connecting Neighbors and Communities With Each Other and Their Heritage*

Advisory Committee Meeting  
February 3, 2011 3 PM -5 PM  
Chehalem Park and Recreation District  
Newberg, OR

The fourth of four Advisory Committee meetings for the Chehalem Heritage Trails Phase 1 Master Plan was conducted at the Chehalem Park and Recreation District (CPRD) offices. A list of attendees is at the back of this summary.

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

**Introduction:** Paul Agrimis

The consultant team has prepared contact letters for all the property owners along the proposed alignments and sent those letters out. Preliminary responses are starting to come in. This meeting will focus on those contacts, draft wayfinding materials, and close with an update on the Transportation Enhancement program application.

**Draft Alignments:** Paul Agrimis

### Quaker Trail

An alternative alignment was developed for the Dayton to Edwards connection after the Union Pacific Railroad and one of the major property owners indicated they are not inclined to negotiate easements across their properties. The alignment uses part of the Hagey Road ROW and then enters a property south of Hagey Road before following a creek to Edwards. This is not an ideal alignment as it would take people off the clear and direct route to Edwards, and it is not yet known if three of the four private property owners will be willing to negotiate for easements.

Parking impacts resulting from bike lane development within the Newberg city limits at the east end of the trail have not yet been addressed.

### Willamette River

Owners of several large private properties along the proposed Willamette River alignment will be contacted about their willingness to negotiate easements. CPRD has been in intermittent contact with some of these owners, so there are existing relationships to work with.

### Chehalem Creek

The proposed alignment crosses several large properties and proposes traversing some steep terrain using existing agricultural service roads. Property owners would need to feel comfortable that they could conduct their agricultural operations efficiently while granting trail access.

### Hess Creek

George Fox University is supportive of the project so the Upper Hess Creek segments from Villa to Highway 99W are unlikely to change. The Mid Hess Creek alignment proposes crossing numerous private properties, some of whom are understood not to be supportive of the trail. CPRD will follow up on responses from property owners as long as the initial response doesn't close the door to discussion. The trail alignment along Lower Hess Creek crosses large parcels typically, but the owners aren't typically people with whom CPRD has existing relationships.

**Strategies for Achieving Proposed Linkages:** Paul Agrimis

The discussion started with finding potential partners to help fund acquisitions with willing land owners before the project is fully funded. The Trust for Public Land is a possible partner for holding properties of willing sellers.

CPRD would like to take the long term approach where property owners might not be willing to negotiate currently. The proposed realignment between Dayton and Edwards shows that some alternatives are not as logical or safe as others, so it might require patience and perseverance to stay engaged with owners to build a rapport or to know when a property might be sold and new owners might be willing to consider selling an easement.

**Review Wayfinding Materials:** Paul Agrimis

Draft wayfinding materials including a logo, trail name, and directional information were shared. These materials will work as a kit of parts that can use some or all of the signs. There was some comment about the abstract nature of the oak leaf on the logo, but the materials were favorably received overall.

**Wrapup:** Paul Agrimis

The Advisory Committee members were thanked for their assistance in developing the draft Chehalem Heritage Trails Phase 1 Master Plan.

**Adjourn**

**Attending:**

Ted Crawford, Dundee Civic Assoc.

Rocky Houston, OPRD Trails

Coordinator

Bryan Nielson, Champoeg Park

Manager

Clyde Thomas George Fox University

Mitsi Vondracheck, Newberg School

District

Joe Kavale, Springbrook Properties

Don Clements, CPRD

Jim McMaster, CPRD

Kat Ricker, CPRD

Mike Ragsdale, CPRD Board

Paul Agrimis, Vigil-Agrimis, Inc.



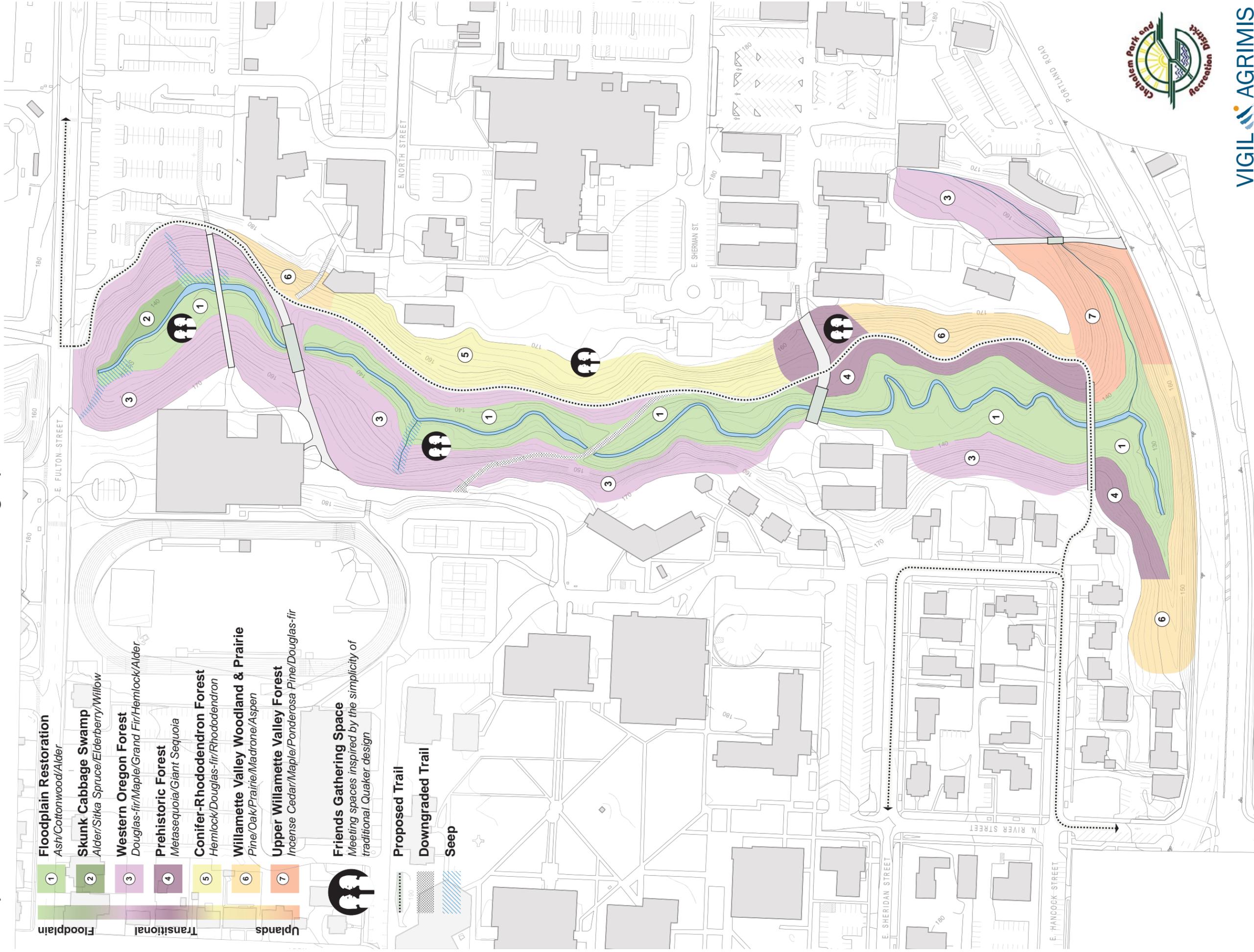
**Appendix C**



# Hess Creek Canyon Gardens Master Plan

## George Fox University

### Proposed Plant Communities and Gathering Spaces





# Hess Creek Canyon Gardens Master Plan

## George Fox University

Proposed Gardens with Culvert Removal & Bridge

- Proposed Grade
- - - Existing Grade
- Sewer Line
- Existing Culverted Creek

**Western Oregon Forest**  
Douglas-fir/Maple/Grand Fir/Hemlock/Alder

**Floodplain Restoration**  
Ash/Cottonwood/Alder

**Western Oregon Forest**  
Douglas-fir/Maple/Grand Fir/Hemlock/Alder

**Willamette Valley Woodland & Prairie**  
Pine/Oak/Prairie/Madrone/Aspen

Proposed Pedestrian and Vehicular Bridge

Proposed Multi-Use Trail

Proposed Creek Alignment

